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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

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SATURDAY, OCTOBER 11, 1890.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

FISHERMEN who wish to improve their condition
and protect their interests should at once join

THE
**NATIONAL FEDERATION
OF
FISHERMEN
OF
GREAT BRITAIN & IRELAND**
before the present small entrance fee of 1s. is raised.

This Federation has been formed by the amalga-
mation of the Hull Trawl Fishermen's Protective
Society, the Grimsby Fishermen's Trade Union,
the Grimsby Fishermen's Protective Society, and
the Shields Local Protective Society. The chief
objects of the Federation are:—

1. To improve the condition and protect the
interests of all classes of deep-sea and river-side
fishermen ashore and afloat.

2. To endeavour to improve the share system,
and to obtain reasonable hours of duty while in
port, and to maintain fair rates of wages.

3. To assist members whose interests have been
damaged by reason of prominent services rendered
to the Federation.

4. To afford legal assistance either as plaintiff or
defendant to any member of the Federation in re-
spect of any matter arising out of his employment
as a fisherman ashore or afloat, including claims
for wages, damage for breach of contract, com-
pensation for injuries, claims for salvage, alleged
liability for negligence or misconduct involving
loss or forfeiture of wages, or involving penalties,
and all claims and liabilities either under the
Merchant Shipping Act, or any other Act or Acts
of Parliament, and to provide for the maintenance
of members detained on shore until their cases are
tried if such detention be verified by the Branch
Committee.

5. To use every effort to provide for the safety
of all classes of fishing vessels and their work, in
order to prevent loss of life at sea.

6. To provide a better class of men for the fishing
industry as far as possible.

7. To provide funds for the relief of members in
sickness or temporary disablement, and for their
respectable interment. The forming of such Sick
and Funeral Fund to be left entirely optional with
the respective Branches.

Contribution 3d. per week.

All British fishermen not less than 20 years of
age, who can prove four years' service as British
fishermen, are eligible as members.

Branches of the Federation are being established
at all fishing ports of Great Britain and Ireland.
Full particulars may be obtained from the general
secretary, Mr. Geo. Henry Goodinson, at the head
office, 60, Orwell-street, Great Grimsby, or from
any of the following Branches:—

ABERDEEN.—R. Bond, 50, St. Clement-street, sec.
GRIMSBY (No. 1 Branch).—R. Frayne, Unity House,
Kent-street.

GRIMSBY (No. 2 Branch).—J. Leeming, Fisher-
men's Club Room, Fish Dock-road.
HULL (Branches Nos. 1 and 2).—T. C. Taylor, St.
Andrew's Hall.

LEITH.—Chas. Baker, 15, Victoria-place, Trinity.

LOWESTOFT.—S. Bagshaw, 19, Chapel-street.

RAMSGATE.—Geo. Clark, Boundary-road.

SOUTH SHIELDS.—C. H. Cook, 157, Livingstone-st.

YARMOUTH.—A. Farrington, Church-road, Gorles-
ton.

N.B.—Fishermen desirous of forming Branches
at other ports are requested to communicate with
Mr. Geo. Henry Goodinson, 60, Orwell-st., Great
Grimsby, upon receipt of which Mr. R. Manton,
organising secretary, will proceed to port named,
with full instructions to form the Branch.

THE SEAMEN'S CONGRESS, 1890.

FIRST DAY.

Monday, Oct. 6, 1890, will long be a memor-
able day. It saw the first international gather-
ing of representatives from many countries,
the occasion being the annual meeting of the
National Amalgamated Sailors' and Firemen's
Union of Great Britain and Ireland. The
gathering was held in the spacious building
known as the Waterloo Rooms, Glasgow, the
large hall of which was tastefully decorated with
Union banners and the flags of various nation-
alities. The delegates present from other
countries were: Coast Seamen's Union of Cali-
fornia, Captain Crangle and Messrs. Furneth,
Waterhouse, and Korsnig. New York Inter-
national Sailors' and Firemen's Union, Messrs.
McGregor (general secretary), John F. O'Sulli-
van (general president), and Robt. Fraser. Rot-
terdam, E. Donnelly and C. W. Brown, and
Antwerp, Frank Huber and Michael Verdunck.
The Sunderland Society was represented by Mr.
Friend, and the Hull Society by Mr. Butcher,
while the various branches of the National
Amalgamated Sailors' and Firemen's Union of
Great Britain and Ireland were represented as
follows:—

LIST OF DELEGATES.

| | |
|-----------------------|---------------------|
| Aberdeen .. | Robert Rae. |
| " .. | Andrew Buchanan. |
| Barrow .. | Keneth McIver. |
| Blyth .. | Geo. Dixon. |
| Bootle .. | Thos. W. McGovern. |
| " .. | Michael O'Hare. |
| Birkenhead .. | Matthew Murphy. |
| " .. | Hy. Steading. |
| Bristol .. | John Griffiths. |
| " .. | J. H. Phillips. |
| Belfast .. | James Stanley. |
| Cork .. | James Pearson. |
| " .. | Daniel Barry. |
| Dublin .. | David Lynch. |
| " .. | P. A. Tyrell. |
| Dover .. | John Johnson. |
| Dundee .. | Frank Westmore. |
| " .. | Alex. Robb. |
| Dundalk .. | Peter Fleming. |
| Fleetwood .. | Michael Green. |
| Gravesend .. | James Rattay. |
| Glasgow .. | Charles Addison. |
| " .. | John Riley. |
| " .. | Archibald McGregor. |
| " .. | Patrick Carlin. |
| Grays .. | James Wilson. |
| Greenock .. | James Slade. |
| Goole .. | William Martin. |
| Green's Home .. | William Field. |
| " .. | M. F. Whitehead. |
| " .. | H. Randall. |
| Grimsby .. | Charles Wheeler. |
| Hull Local Society .. | Geo. T. Brock. |
| Hull .. | James B. Butcher. |
| " .. | Geo. Redfearn. |
| " .. | Tom Ward. |
| " .. | William Chafer. |
| King's Lynn .. | William Cummings. |
| Liverpool .. | Wm. J. Rogers. |
| " .. | H. R. Taunton. |
| " .. | A. Play. |
| Londonderry .. | Joseph Villa. |

| | |
|---------------------|------------------|
| Leith .. | John Green. |
| " .. | Robt. Allan. |
| Montrose .. | William Sharp. |
| Swansea .. | Elias Dann. |
| " .. | J. S. Dawe. |
| Sunderland .. | James Cathey. |
| " .. | J. G. Budd. |
| " .. | Geo. Hendry. |
| Southampton .. | F. Shears. |
| Stockton-on-Tees .. | A. Clarke. |
| Tug Boat .. | Chas. Anson. |
| Tower Hill .. | A. Davidson. |
| " .. | J. Harwood. |
| West Hartlepool .. | Adam Lovatt. |
| " .. | Jas. Peart. |
| Wallsend .. | James Bean. |
| Whitstable .. | Wm. Gammon. |
| Middlesbro' .. | John Hardy. |
| " .. | Jesse Culpin. |
| N. & S. Shields .. | Alf. Rutherford. |
| North Shields .. | Chas. Wood. |
| " .. | John Nicholson. |
| North of England .. | H. Friend. |
| Newcastle .. | T. Dunn. |
| Newport .. | John Nicholson. |
| " .. | S. Gould. |
| Port Glasgow .. | John McArthur. |
| Peterhead .. | None. |
| Plymouth .. | H. Yabsley. |
| Penarth .. | Richard Brown. |
| " .. | Philip Clippett. |
| Rotherhithe .. | John Sullivan. |
| " .. | M. Connor. |
| South Shields .. | Rob. Holdforth. |
| " .. | Thos. Clements. |
| " .. | Jas. Logan. |
| Hull Tug Boat .. | J. W. Lee. |
| Tidal Basin .. | James St. Clair. |
| " .. | Eli Lowe. |
| " .. | Geo. Douglas. |
| Seaham .. | John Young. |
| Grangemouth .. | A. McNab. |
| Newport .. | Thos. Roberts. |
| Cardiff .. | Wm. Clippett. |
| " .. | Henry Atkins. |
| " .. | Geo. Dewey. |
| Burntisland .. | Geo. Campbell. |

Punctually at ten o'clock on Monday morning
Mr. Plimsoll, president of the Seamen's Union,
wearing his sailor cap, and looking well in spite
of all his hard work, entered the hall, and
received an enthusiastic welcome. This was also
accorded to the general secretary, Mr. J. H.
Wilson, as he ascended the platform with some
difficulty, looking more fit for his bed than for a
public meeting. Mr. F. Evans, the vice-president,
supported on two sticks, and suffering from a
severe attack of rheumatism, was also well
received. So, too, were the retiring Executive.
On the platform were Mr. Plimsoll, Mr. F. Evans,
Mr. J. H. Wilson (general secretary), Mr.
England (general treasurer), Mr. Maxwell
(assistant secretary) Mr. T. Watson Brown
(solicitor), and the retiring Executive, Messrs.
Errington, Fysh, Fowler, Hunt, Skinner,
Buchanan, Trevellick, Douglas, Robinson,
McQuillan, McKevitt, Begg, Farquharson,
Candler, Airson. Auditors, Hines and Harrison.
The Editor of SEAFARING, Mr. Cowie (who
was kindly received on all hands) occupied a seat
at the reporters' table.

WELCOME TO FOREIGN DELEGATES.

The muster roll having been called, the presi-
dent, Mr. Plimsoll, rose, and was received with
loud and prolonged applause. Mr. Plimsoll

said:—Gentlemen, you will agree with me that it is at once our first duty and our greatest pleasure to give our most hearty welcome to the delegates from New York, San Francisco, Boston, Holland, and Belgium, who have been deputed by societies like our own beyond the seas to attend this Congress to give us the benefit of their experience, and, it may be, derive some advantage from our deliberations. (Applause and hearty cheers for the delegates referred to.) After which Mr. Plimsoll resumed:—Gentlemen, your time is very valuable; instead, therefore, of occupying much of it in a presidential address, I will address you for five or six minutes at a time during the sittings of the Congress as opportunities may offer. Let us take a brief retrospect of what has happened since last we met. Last year, at Cardiff, I said to you that I felt sure the time of

THE SAILORS' DELIVERANCE

was at hand. (Applause.) This has turned out to be true in a very peculiar sense. You are aware that in 1876 I obtained an Act of Parliament prescribing a load line. Mr. Norwood, however, induced Parliament to allow the shipowners to place this load line where they pleased, instead of, as I urged, that it should be placed on the side of the ship by some competent and independent authority. This most unsatisfactory arrangement has existed until the last session of Parliament, and, as you may suppose, has been nugatory as a check against over-loading. In the last session of Parliament I brought in a Bill—which my friend Mr. Howell, who is present, took charge of—prescribing that this load line should be fixed by the Board of Trade surveyors, or by other surveyors acting under the authority of the Board of Trade. This Bill became an Act of Parliament, and will be in full operation on Dec. 9 next. (Applause.) At the present time of speaking there is

IMMENSE ACTIVITY

in all the ports of the United Kingdom in having this load line fixed on the sides of the ships. (Applause.) The Government returns show that the average annual loss of life during a period of eight years in missing ships alone was 944. Mr. Rothery, the late Wreck Commissioner, showed, in his evidence before the Royal Commission, that no less than 46 per cent. of missing ships are

LOST FROM OVERLOADING.

This will show that—as over-loading will from Dec. '9 next be impossible—between 400 and 450 men's lives per annum will be saved by this Act. (Applause.) This is a matter of the utmost importance, and may well incite us to feelings of grateful praise to Almighty God that He has so far blessed our efforts on behalf of the seamen. (Applause.) This, however, is not all that was done during last session. The Victualling Department of the Government has been in the habit for many years of selling condemned stores by auction at Woolwich. Much of the beef and pork had been in store for a great number of years, and was stinking when sold. As no precautions were taken to prevent this meat from being sold for provisioning merchant vessels, much of it—the greater part, if not the whole—was so used, with

MOST DEPLORABLE RESULTS

on the health of the crews of the ships, many of whom died, and a vast number of whom suffered very greatly from being compelled on long voyages to the Pacific ports to eat this meat. A Blue-Book was published by the Government entitled "Health of Crews," which supplied details of a most painful and revolting kind, which, however, time will not allow me to submit to you in detail. Every effort was made by us to induce the Government to alter this mode of proceeding, and we succeeded so far that some time ago an examination of the meat was made, and all that was not considered fit for human food was sold for candlemaking and soapmaking in gas, stencilled on the ends with the words, "Sold as unfit for human food." That which was deemed sufficiently good for present use was sold without any precaution being taken, and was mostly put on board merchant vessels. When I asked why they did not put it on board the vessels belonging to the Royal Navy, I was

answered that although good for present use was

NOT GOOD ENOUGH

to be put on vessels that were going on voyages which would keep them away six or eight months. I replied that that was the particular kind of voyage for which this food was supplied in the merchant navy, and, in short, I said—If it is not good enough for your men, it is not good enough for ours. (Applause.) Dr. Cameron, one of the members for this city, very kindly assisted me in this subject, and he put a question on June 5 last, which I will read to you:—

"To ask the First Lord of the Admiralty if he will state to the House what arrangements have been made by the Admiralty to preclude the possibility in future of any of the beef and pork which is deemed unfit for consumption on board Her Majesty's ships finding its way on board the ships of the mercantile marine; and whether such arrangements are permanent and irrevocable; and if not, under what circumstances such arrangements can be ignored or revoked."

Lord George Hamilton replied:—"Circumstances were brought to the notice of the Admiralty last year which pointed to the possibility of meat as sold unfit for human food being brought again into the market as fit for consumption. It was accordingly decided that in future condemned salt beef or pork should not be sold by public auction, but that it should, instead, be

SENT TO SOAPBOILERS

for use in the soapboiling trade; and it was also decided that the meat before being sent to these firms should be treated chemically in such a manner as to render it impossible that it should be again used for human food. These regulations are unconditional, and no departure from them is allowable, except with the direct sanction of the Board of Admiralty; and I do not conceive it to be likely that any Board of Admiralty would sanction any reversal of the present arrangement that might lead to the repetition of the abuse I have described." This answer, although satisfactory in spirit was not satisfactory in form. Therefore in the House of Commons on June 19 last, Dr. Cameron, M.P., said:—"I beg to ask the First Lord of the Admiralty whether the assurance given by him on the 6th inst., in relation to the disposal of beef and pork by the Admiralty, applies to all beef and pork deemed unfit for issue or re-issue to Her Majesty's ships, seeing that the answer given on the 5th inst., specifies in terms only one part of such beef and pork." The First Lord of the Admiralty, Lord George Hamilton, said, in reply:—"I am glad to have the opportunity of answering the hon. gentleman that in referring to condemned salt beef and pork, I intended it to be understood that all such meat, whether

ACTUALLY UNFIT FOR FOOD

or not, considered unsuitable for issue or re-issue to H. M. ships, would not be sold by public sale, but would all be delivered, after the chemical treatment I have already described, to contractors for use in the soapboiling trade." (Applause.) Mr. Plimsoll, continuing, said:—"The answer to this question was satisfactory in spirit but not in form, and it was repeated a fortnight later, after conference with Lord George Hamilton, and a perfectly satisfactory answer was given to the effect that "No beef or pork whether at the moment fit or unfit for human food, should be sold by the Admiralty without previously being immersed in a chemical bath, which would render it impossible for it to be sold or used as human food." As there is reason to believe that a large part of the scurvy which so grievously affected the mercantile marine some years ago arose from the sale of this meat, this is a highly satisfactory and very important arrangement. (Applause.) Another point which has engaged our attention during the last session of Parliament has been

THE CATTLE TRADE,

in regard to which I am glad to say we are indebted to Colonel Howard Vincent, who has moved for a return of the number of cattle taken on board at Transatlantic ports, and the number which were landed in English ports. Mr. Burt also moved for a return of the weights of coal actually laid in all merchant ships at deadweight ports, together with the registered tonnage of

each vessel, and a similar report relating to foreign vessels. From this we find that while foreigners load 159 tons for every 100 tons register, English holders load 190 tons. This return will no doubt put to silence the wailings of some of the Shipowners' Associations in the North of England, who complained that foreigners were not interfered with as to the quantity they loaded in our ports, while Englishmen were. Mr. Fenwick also moved for returns giving the names and addresses of the members of the Local Marine Boards at our seaport towns, distinguishing those who were shipowners from those who were not interested in shipping property. A like return was moved for as to the Magistrates on the Bench in the seaport towns; but, whilst the former return was unhesitatingly granted, the Home Secretary has not yet complied with our wishes to furnish the return as to the Magistrates. We deem it important that

COMPLAINTS AGAINST SAILORS

should not be heard and adjudicated upon by shipowning Magistrates, any more than that poaching cases should be heard by game-preserving Magistrates. You will see from all this that the past session has been one of incessant activity, which has been attended with no small success. (Applause.) My remarks to-day have dealt with work done since we last met. To-morrow I shall glance at the work which lies before us for next session. (Loud and prolonged applause, during which Mr. Plimsoll resumed his seat.)

Mr. McGregor, New York, proposed a hearty vote of thanks to Mr. Plimsoll for his address, and that the same be printed and circulated. (Applause.)

Mr. Pearson, Belfast, seconded the resolution. Mr. Evans, vice-president, at this point took the chair, and said:—"All seamen when on their knees should thank God that they have Mr. Plimsoll to work in their behalf. He has made the welfare and safety of seamen the one work of his life, and we are proud to-day to hear from his own lips that that long and arduous work is bearing fruit, and that there is a prospect that in the near future, greater and better care will be taken of the lives of our British seamen, and more regard be had to their comfort than has been in the past. As regards the resolution, I am sure that the press represented here will take care that the public are informed of what Mr. Plimsoll said this morning. This much I will add, that the greater deference now paid to him by ministers in Parliament and members of Parliament is, not entirely, but in a great measure, due to the fact that the sailors of Great Britain are at last united. (Applause.) If any body of men want help, their first and main source of help must come from within themselves. You, by uniting, have given force to

MR. PLIMSOLL'S DEMANDS

on your behalf, and when he knocks at the door of the Cabinet, the Cabinet now know that there is behind him a united body of seamen affiliated with the body of working men of the country, from one end to the other, and that the seamen's demands are now backed up by the industrial population of the country, which is the main voting power for members of Parliament, and Parliament must bow to the will of the people, when represented in the clear and emphatic way in which you now represent it. We must not forget that our general secretary (Mr. Wilson) has done a great deal in assisting to fight this

BATTLE OF THE LOAD LINE

Bill in the House of Commons. We owe him a debt of gratitude for the personal sacrifices he made in carrying out what he supposed his duty and doing everything in his power to bring all the influences to bear he could on the members of Parliament. (Cheers.)

Mr. J. Havelock Wilson, the general secretary of the Union, who was received with cheers, then said:—"I was just going to say, when I came down to the Congress this morning, I felt much done up, but after I heard the Grand Old President deliver his address, I felt buoyed up with new life, and the strong man come back once more. (Cheers.) I am proud to be here this morning and to meet representatives of sailors from all parts of the world. (Cheers.) I am sure that the sailors of this country ought to be proud of this Conference to-day, when we think that three years ago we were entirely in despair. If you

asked a decent seaman, I don't think you would have got one out of a dozen who was prepared to say there was any hope for a sailor. The whole cry, even from the seafaring men themselves, was, "Oh, we are

ONLY SAILORS AND FIREMEN,

it is all right, if we have any grievances we leave them to the Board of Trade, and we'll be all right in the end." Well, you know what that means. You know how the Board of Trade kindly looked after our interests in the past. (Laughter.) You know the beneficial laws and conditions of labour for sailors which were from time to time brought forward. You know that the shipowning community did not forget to have a large share in the framing of these laws and making them to their entire satisfaction. (Cheers.) That day is past now; there is hope now for the sailor. There is a proud and glorious future, not for the seamen of this country alone, but for the seamen of the world. (Cheers.) It is not our men alone who have had to suffer from most oppressive laws, but in every maritime country you go to, whether it be Germany, whether it be Denmark, Norway, Sweden, or America, you will find that the seamen have always suffered from

MOST OPPRESSIVE LAWS.

(Hear, hear.) Have we not been ashamed to read from time to time of brutal conduct to crews by officers of American ships? Have we not heard with shame and indignation of men brutally kicked from one end of the ship to the other, knocked down with knuckle-dusters or marine-spikes? And what has taken place in American ships has taken place in British ships, and in French ships, and in the ships of every nation of the world. We have been a class of men, and when I say we I don't speak nationally, but internationally. (Cheers.) We have been a class of men who have been steadily neglected. I don't blame anyone for that, as I believe we are responsible to a large extent ourselves. (Hear, hear.) But if we had only combined many years ago I have no doubt we would have been in a better position to-day. We must not forget an important factor, that the class from which seamen were drawn years ago was not the most enlightened class. It was generally unfortunate boys, whose fathers and mothers were dead, or whose fathers and mothers could not afford to give them an education, who were imported on board ships. Therefore it could not be expected that those lads after serving an apprenticeship on board ship could be raised up

MEN OF INTELLIGENCE

and sense, and in after years to be an important factor in the labour market, and have justice done them. But thanks to School Boards and to the progress made in getting literature on board ship, the sailors and firemen are now beginning to show the world that they are as intelligent as any other class of workmen, and as soon as ever we have got the light of the sunshine we have commenced to tell our employers the conditions under which we intend to live in the future. Not only have we told them the conditions under which we intend to live, but have commenced to demand some of those conditions, and I am pleased to say that we have secured a considerable number of them. Therefore we must all be pleased indeed to be assembled here this morning, and I hope our American friends and Continental friends while here this week will enjoy themselves, that they will profit by their visit to this country, and that they will go home and cement the feeling between their workmen and our workmen more closely, because I believe that so far as this question is concerned it is not a national, but

AN INTERNATIONAL QUESTION.

(Cheers.) I am very sorry I am not up to the standard this morning. (Applause.) But I hope that under the invigorating influence of the Congress, which I believe will have more effect upon me than a bucketful of doctor's medicine, that I will pull round and have a right good time this week and do some good business that will be beneficial to the sailors and firemen of the world. (Cheers.) In supporting the resolution which has been moved, I may say there is not one who knows what has been done

by Mr. Plimsoll so well as I do. I have been working closely in connection with our worthy president for these past twelve months, and I know the amount of time he has spent and the amount of worry he has had in connection with the doing of your work. No one knows the many sleepless nights he has had, the many long weary hours he has wandered in and out of the House of Commons watching closely

OUR LEGISLATION.

He was always ready to run down and give me the hint to pounce down on some member of Parliament and worry the life out of him. (Laughter and applause.) I feel sure that the delegates assembled this morning will appreciate the labours of Mr. Plimsoll, not for one year's labours, but for his lifelong labours on behalf of seafaring men. (Cheers.) I thank you very much for listening to me. I will not detain you longer as there is some business to be done, and, of course, my address will come to-morrow. (Applause.)

The resolution having been carried with cheers,

Mr. Plimsoll, who was received with cheers, in reply, said:—I thank you with all my heart for the kind reception you have given my name. Mr. Wilson has spoken to you about occasionally getting a hint, but I remember one morning Mr. Wilson and I walking up and down the flags in front of one of the large West-end clubs waiting on a member, who slept there, coming downstairs. He represented a constituency in Scotland, and had opposed the second reading of the Bill, and generally did

ALL THE HARM HE COULD.

He had done it, say, last night about twelve o'clock, and there we were before breakfast time with a remonstrance that had come from his constituents against what he had done, and telling him what action they should take in relation to it. Well, this member was so astonished at getting hauled over the coals before breakfast for what he had done the previous night—(laughter)—that he said to Mr. Howell—"It was very unfair to telegraph to my constituents last night." Mr. Howell answered, "I did not do so; I know nothing about it." "Well," he said, "I wonder how the deuce they got to know?" (Laughter.) Well that was one of two similar instances, where members who opposed the Bill without good reason—and there could not be a good reason for opposing the Bill—was pounced down upon in the morning. (Laughter.)

The election of the Standing Orders Committee then took place as follows:—Messrs. Robert Holdferth, C. Wheeler, J. S. Dave, D. Barry, Henry R. Taunton, and J. Garduer.

The members of the Congress, headed by a brass band, then proceeded

IN PROCESSION

to the Broomielaw, where the steamer *Duke of Edinburgh*, chartered by the Glasgow Branch, was in waiting to take them down the Clyde and to Loch Goil Head. The weather was fine, and the fine scenery was much admired, and the Glasgow Branch and Mr. Boyd, the secretary, came in for many compliments for the excellent arrangements made for the guests. Dinner and tea were served on board in good and plentiful style, and dancing to the strains of the band, followed by songs, enlivened the trip, which was much enjoyed, returning to Glasgow about half-past eight in the evening.

At the Tail of the Bank, off Greenock, lay the Channel Fleet, and round it steamed the *Duke of Edinburgh*, flying the National Union flag at the fore, the Union men cheering their fellow tars aboard the men-o'-war, all of which returned the compliment of dipping colours as the steamer passed.

TUESDAY'S PROCEEDINGS.

The Congress met on Tuesday morning at ten o'clock—Mr. F. Evans presiding. The minutes of Monday's proceedings having been read, Mr. McGovern, Bristol, moved their adoption. Mr. J. Stanley, Bristol, having seconded, the motion was carried.

The chairman then called on Mr. S. Plimsoll, who was received with great cheering.

He said:—Gentlemen,—It will be in your recollection that I spoke yesterday of a good

many things that have been accomplished. I will now state to the meeting the unaccomplished and what we mean to complete during the session shortly to be opened. One of the first things we must attempt will be to extract the return, which has hitherto been refused, of the Magistrates who sit upon the Bench of all our seaport towns, one by one, stating those who are shipowners, and those who so far as ascertained are not interested in ship property. The object of this return is to secure better

JUSTICE TO SEAMEN

than we believe they hitherto have had, or are having now. The Magistrates can on their own option give a sailor a month's imprisonment, or fine him in 40s.—a considerable sum—and there is no appeal whatever. Magistrates with such power ought to be disinterested, and to dispense justice between seamen and their employers they should at least be unbiassed. Another part of work before us is in relation to provisions for seamen. We have managed to knock off or stop one of the great sources of supply of bad meat—which has caused disease and very often death. The work in relation to provisions was not finished when we did that. There are others who supply

BAD PROVISIONS

to the Mercantile Marine besides the Admiralty, and we shall endeavour to devise some means to check their proceedings. I may tell you that animal food, for the market ashore, is always inspected, and not merely do they frequently convict the man who sends bad meat, but they sometimes send him to gaol for a month and sometimes three months, or impose a heavy fine. That is in the open market where people who are cheated one week can go to a fresh butcher next week. The food of soldiers is also inspected, as well as that of the Royal Navy, the lunatic asylums, the workhouses, and the gaols. In all these cases the utmost care has been taken to see that animal food sent to those places shall be of good quality. Well now, if they close all markets except one against such food, is it not an unfair thing, for when that bad food is shut out from the six markets it is sure to find its way to the other market. But this injustice in leaving out one, is greater still when you consider that when on board a ship you start for some port and are away four or five months and cannot possibly rectify any mistake or oversight or rascality exercised in provisioning a ship. I therefore think the case of seamen to have their provisions subjected as carefully to examination as others is very strong indeed. But it is a strange thing that while every other class of men have the benefit of

A CAREFUL INSPECTION

of their meat, there is no inspection of food put on board ordinary merchant ships for men leaving home for many weeks, and sometimes for months. We must endeavour to put that right. (Applause.) In stating that there is no case in which food is inspected I am a little wrong. I find it necessary before taking up any topic connected with seamen to carefully inform myself about it, and I find that there is a class of seamen in the Mercantile Marine whose food is carefully inspected. It is not, however, for the benefit of seamen, but for the benefit of emigrants, and it would not be well to have one law for the emigrants and another for the sailors. As they are bound to provide for the emigrants they throw the sailors in. (Laughter.) The Act of Parliament—18th and 19th Victoria, chapter 119, section 31, provides for an allowance of pure water for each person on board. Besides for cooking purposes there is a

SUPPLY OF PURE WATER

of ten gallons every day, prescribed for every hundred parties on board, also for the use of the crew; and ample and wholesome provisions, which shall not be of inferior quality or supply, for the consumption of passengers. That water and those provisions must be properly stored at the expense of the owner, the charterer, or the master of the ship, and if clearance be obtained for any passenger ship which shall not be stored with the requisite quantity of such water, provisions and stores required, the owner, charterer, or master of said vessel shall be liable for each offence in a penalty not exceeding £300. (Applause.) That is quite right, it is the

bounden duty of the Government to see that ships' crews at sea shall have pure water and wholesome food, but I object to a limitation, and that crews should be provided for only because they are crews of vessels carrying emigrants. Well we shall see in the next Session of Parliament after the question of merchant ships being put on that footing, except those very small ones going short distances, and we shall not rest until we have that provision extended to them. (Applause.) Well, the next topic I will touch upon is the Merchant Ship Amendment Act (No. 2) which is to be brought in by and conducted by Mr. George Howell. It has three clauses, one of which provides for the restoration of the enactment against

DECK LOADING.

That enactment was passed in 1839-40-41 and 1843, and it remained upon the Statute Book until the year 1862, when it was surreptitiously and shamefully removed at the instance of Mr. Milner Gibson and Sir William Hudson. There was nothing in the Act of 1862 that would have made one suppose that these conditions were being dealt with, but in the schedule of that Act the numbers were put in figures, and unless one ferreted into it as I did, day by day, until I got to know the meaning of every line and figure in the Act of Parliament, it would be months before they knew what that legislation meant. I know it was done in a shameless manner, and we must get it back. In 1876 I succeeded in getting Parliament to reintroduce the clause against deck loading. The Bill passed in the House of Commons, but when it went up to the House of Lords, Lord Carlingford got that clause withdrawn and had one substituted—one which allowed deck loading to the extent of three feet. That limitation did some good, but not so much good as we felt entitled by past experience to expect. For you must recollect that while the prohibition lasted the loss of life at sea on

TIMBER-LADEN SHIPS

was reduced by three-fourths of what it had been before, for as if to contrast the whole thing and place it beyond the possibility of doubt, after 1862 the losses immediately sprang up, if not to the old figure, at least to a small bit of them. Speaking broadly, it became four times as great as that was while the deck-loading was prohibited. Well, there is double proof of the advantage, and also of the need of such legislation, and it will be put down to receive early attention and to be fought for. There are two other clauses in the Bill, one of which provides that watertight bulkheads be provided in iron ships. I believe there are bulkheads already in 90 per cent of the vessels, but I see no reason why they should not be in all. I do not think, however, that it would be wise to put that clause into the Bill now introduced, because the Board of Trade have appointed a committee of experts to examine into the whole question, and to make recommendations to the Board, who will probably themselves deal with it. It would scarcely be becoming to ask the House of Commons to legislate on the matter while a committee was still sitting. (Applause.) The same remark applies to the prohibition of the

SHIPMENT OF CATTLE.

A joint committee has been appointed, partly by the Board of Trade and partly by the Minister of Agriculture, to inquire into the whole treatment of cattle in shipment. I see no reason why they should bring them into this country alive at all. When they are alive I know that English butchers can kill them, and that they get more money for them in that way, but that is the only real reason I think that exists. One objection I know of against bringing them in alive is that they lose the feet and the tripe and the heads, but I do not recognise the importance of that objection. I see no reason why these could not be brought in in the cold chambers where they brought in the carcase food. That is really the only valid objection I find, and I hope to have good legislation on the subject. You will, however, agree with me that until the committee makes its report it would be premature to ask Parliament to legislate on the subject, therefore the Bill that we will open the session with will be one as to deck-loading. (Applause.) Well, as to the deck-loading of timber, there is no question as to the desirability

and the importance of getting it done away with. (Applause.) There are other kinds of deck-loading, but still, if we put too many clauses into the Bill it would not have so good a chance of passing. In coming from Hamburg in a vessel the captain told me that they exported a great quantity of machinery—threshing machines, heavy castings, and great boilers—and these were always carried on deck. I said to the captain that

DECK LOADING SHOULD BE ABOLISHED.

He said not quite, but that they had had as many as fourteen threshing machines, which covered the whole deck, so that there was no room to work the ship, but along three feet of an alley. You know these threshing machines are like little cottages. Well, the lashings of these machines were secured across the alley, and while in daylight the men could run about pretty well, in the dark they got nasty falls. The captain thought there was to be a middle course to be adopted, and instead of preventing them from carrying threshing machines, you should only allow them to carry so many, and have rings put into the ship's beams to lash them and so leave room for the men. (Applause.) I think the number of threshing machines on the deck of a ship are quite as legitimate a subject for legislation as the number of cabs which are to stand at a certain street corner. (Applause.) The sailors hitherto have not had their share of proper regard paid to them. There is a better spirit abroad, and the public are now willing to hear what is said, and if what is asked is reasonable, they are also willing to grant it. (Applause.) As to legislation for the shipment of cattle, I am sure that whatever recommendations the Committee offer to the Board of Trade or the House of Commons they will be well

SUPPORTED BY PUBLIC OPINION.

Because I tell you when I commence an agitation of this kind, I employ a firm in London to read all the newspapers, and when they see anything in the papers about cattle they cut it out and send it to me, and I have had more than 200 printed notices sent to me approving of the abolition of cattle carrying, and only nine hostile to it, so that the Board of Trade in making recommendations need not be afraid of not being supported by public opinion. (Applause.) Other matters must engage our attention in the near future. We must have better accommodation for our seamen on board ship. (Applause.) I have been on board, as Mr. Wilson knows, a great number of ships that were engaged in the deadweight business, and I found the accommodation in some cases

UTTERLY DISGRACEFUL.

One can scarcely think that the owners of ships are quite aware in all cases of the pig-styes in which the sailors live. Without giving the name, I was on board one, and to get to the fore-castle at the bows the men had to pass through a narrow passage about fifty feet long, and that was the only inlet or outlet for fresh or bad air. It was just like going down the neck of a bottle into the place. (Laughter.) They had stored in it paint and oils, the fumes of which are bad enough at any time, let alone in that small space. Somebody might say that these things must be somewhere, and why not there. Well we came upon a foreign ship, and we found that the stores of oil, but they were in a place outside on the deck, so that the fumes of the oil did not reach anybody. Now when the foreigners can take a little care of their men, let us take a little care of ours. (Applause.) Another thing in relation to that subject is this, what would become of the men if these oils took fire? It is altogether

AS BAD AS BAD CAN BE,

yet it does not appear to me that remedies are very easy to define. One thing certain is, that the men must have more space. The cubic feet allowed to seamen, even if it were good, is not sufficient, but, being such as it is, it is utterly inadequate. (Applause.) Then seamen are worked as no human being ought to be worked, and as they would not require to be worked were there a sufficient number of men to man the ships. (Applause.) Several schemes have been offered to make the number of men correspond to the ship, but that is a difficult point, because

one ship may be more easily handled than another. But a plan has been suggested, similar to what they have in America, that the number of crew correspond to the area of canvas—

THE AREA OF SAILS—

because it is the sails that the men have to deal with most. Indeed, I got this from one of the delegates from America, when in conversation with him yesterday, which I think shows it is well to meet in Congress and talk matters over like that. Now, whether it should be by the area of the canvas or the size of a ship, or what is the consideration by which we should determine the number of men, is a thing that we cannot settle this morning. There is a third matter, that very often ships, for the sake of economy, are made much larger than the power of the engines are capable of working through rough weather. There are some with just enough power to keep ahead in a gale, and could not go off their course even to rescue anyone. One captain told me that he saw a ship go down two cable lengths from him. He could not go to their assistance as it was all he could do to keep the steamer's head to the wind, and if he had tried to go to the right or the left they would all have gone down together. These three matters, so far as I see, cannot be crystallised into an Act of Parliament, but I will tell you what can be done. If the English Parliament and the English people once wake up to the relative importance of their fellow subjects at sea, who number hundreds of thousands, they could let us have

A SHIPPING COUNCIL

that would be largely representative, to deal with these matters, then they would be sitting continuously, appointing sub-committees to consider them. I should want a committee largely representative but not wholly, perhaps, at first. What took place on the Load Line Commission is a good indication of what might be done. That committee consisted for the greater part of ship-owners and others with experts to see that all was right. I believe that there is honesty enough among shipowners if fairly represented, but to do justice to them, they never would be fairly represented. We should have the

BUSYBODIES IN BLACK CLOTHES

and white cockers, and flowers in their button-holes, who ran about collecting their profits, not from the shippers who shipped goods from place to place, but from the underwriters who have the misfortune to sign their policies. (Laughter and cheers.) We want to get rid of that class. And then no such council could be fairly representative unless it gave half of the representation to seamen, as the shipowners were not so greatly concerned as the seamen themselves, but in one case it was property, and in the other case it was life. (Applause.) So, gentlemen, we shall return to our work without delay, and press on to secure the advantages I have indicated to you. Although we may take it for granted that no care and no legislation will ever put an end to loss of life at sea, still I am satisfied that at present a large proportion of the loss of life at sea is due to preventable causes, and we will give ourselves no rest until we have eliminated that portion of the loss from the total, and bring down the loss from its present frightful proportions to what I may call the narrow limits of the inevitable. (Cheers.)

GENERAL SECRETARY'S REPORT.

Mr. J. H. Wilson, general secretary, then read his annual report, as follows:—Mr. Chairman and fellow members,—It is my pleasing duty to bring under your notice a review of the work which has been done by the Executive Council and myself since our last annual general meeting. Previous to October of last year the Executive Council was a very local one, as we could not afford the expense of delegates travelling from all parts of the United Kingdom, but as our membership increased, and finances also, it was decided to give the widest possible representation, and I am pleased to inform you that the Executive Council have worked most admirably together, which a record of their work will show. (Applause.) The first meeting of the Council was held on Oct. 29, 1889, when it was decided to regulate the salaries of secretaries and delegates in proportion to the income of the Branches, and

by doing so put an end to friction, as many Branches have expended large sums of money which they were unable to pay-out of their Branch managing funds.

"SEAFARING."

The Council also dealt with this question, and made arrangements for the removal of the paper from a non-Union shop. (Applause.) Other arrangements have been made which no doubt will make the paper a greater financial success, and it must be borne in mind that the same amount of advertising by bills would not have been so beneficial, and therefore what has been paid, I trust will be a decided gain to the Union.

DISTRICT SECRETARIES.

The Executive Council, in accordance with the new rules, appointed several district secretaries, two of whom did not prove satisfactory, and their successors have not been appointed, as no district committees had been formed, and it was thought that a district secretary could not work so satisfactorily in the absence of such a committee, therefore it is to be hoped that the recommendation which will be laid before you to so alter the rules as to provide for district committees will be accepted, and thereby be the means of keeping a check on those district secretaries who may be inclined to neglect their duties. It is only fair to state that in other districts we have had no trouble, in consequence of the energetic and satisfactory way in which the secretaries have performed their duties.

GOLD MEDALS.

The Council also decided, in order to encourage members to work for the advancement of the Union, to give permission to Branches to present medals to any person who should secure the enrolment of 50 members. A large number have in consequence availed themselves of this, but it is now found that the presentation of medals can be dispensed with, and the Council have therefore decided to suspend the same in the future.

LEGAL FUND.

Some considerable difficulty has been experienced as to this, as Mr. T. Watson Brown undertook to do the whole of the legal work of the Union at one halfpenny per week per member, but when that agreement was made it was not anticipated that the membership would in the course of a year exceed 4,000 or 5,000. However, seeing the rapid progress the Union made it was decided to alter the terms with Mr. Brown, and the Executive Council, after seriously considering the matter, and after several interviews with that gentleman, agreed upon the following terms, viz., Mr. Brown to be paid £800 per annum, and he to do the whole of the legal work in connection with the head office and all the Branches within the London district. Mr. Brown will also supervise the bills of costs of all other Branch solicitors. This amount was resolved upon after averaging the costs of the London solicitors of the various Branches for the year, when it was found that the costs so paid exceeded the amount proposed to pay Mr. Brown. The Council therefore trust the arrangement so entered into will work satisfactorily to all concerned. (Hear, hear.)

ADVANCE NOTES.

The Executive Council also decided to suspend the cashing of advance notes which was causing general dissatisfaction, and I am pleased to say that the suspension of this rule has been the means of saving considerable sums of money. You will be asked at this meeting to totally abolish the rule providing for the cashing of notes, which will be of great service to the Union.

LOCAL SOCIETIES AND FEDERATION.

The Council last year and in the early part of the present year, made several attempts to bring about a federation with the North of England Sailors' and Seagoing Firemen's Friendly Association and the Hull Local Society, but owing to the mischievous attempts on the part of other people, the Council were frustrated to a considerable extent. I am pleased to say, however, after several endeavours, we were able to complete the federation upon conditions which have given the greatest satisfaction to all concerned, viz., equal entrance fee, equal contributions, and the members of the respective

Organisations to be recognised in all ports. (Applause.) The two Societies also contribute 1d. per month per member to the funds of our Union, and as evidence of the good feeling which exists, delegates representing them attend this annual meeting, and I trust through the course of time they will see their way clear to amalgamate with our Union. (Applause.)

LOCAL MARINE BOARDS.

The Council arranged several deputations and gave general instructions for the pressing forward of the representation of seamen on Local Marine Boards, and I trust at the next election, through the pressure which has been brought to bear on Parliament, we shall be able to secure equal representation. (Applause.)

TOWER HILL BRANCH.

Your Council have had some difficulty in dealing with this matter. At the end of last year information was conveyed to the general secretary that an individual who, it was evident, had been sent into the Union by the shipowners, or some other persons, was determined on wrecking the Union. A communication was also received from the late Mr. D. Crawley, a member of the Council, pointing out the disorderly manner in which the business of the Branch was conducted, and it was thereupon decided to expel the individual referred to, and also an official for encouraging this man, and for allowing such disorderly conduct. In accordance with instructions, notice was sent to the secretary of his expulsion, and of the names of other members who were expelled. The secretary decided not to give up the books and property, and he, along with Hornsby, Defoe, and others, defied the Executive Council. In consequence of that an action had to be commenced, and the case was tried before Mr. Lushington, with the result that an order was made for the goods to be given up in 28 days. They appealed against that decision, and the case is now pending in the Supreme Court. In the meantime several members of the Tower Hill Branch have resolved to have no connection with the expelled persons, and some members have handed over to the general secretary certain letters of an incriminating character, which mean bringing home the fact that the shipowners have descended to the lowest stage to blacken the character of an honest man. The Executive also instituted proceedings against A. R. Abbott for libels, and after the case had been tried at the Durham Assizes, and defended by the ablest counsel, he was sentenced to six months' imprisonment. Proceedings were also taken against Hornsby, with the result that he was convicted at the Central Criminal Court and fined. In spite of efforts to injure the character of the general secretary they have signally failed, and the greatest confidence is expressed in him by the Executive Council and the Branches in general. Actions are now pending against four shipowning papers for publishing false and defamatory libels on the general secretary and the Union. Letters can also be produced which will prove a conspiracy existed for the arrest of Mr. George Fysh, and that money was subscribed for his prosecution by the shipowners.

GAS STOKERS' STRIKE.

In the early part of the year your Council decided to render all assistance possible to the South Metropolitan Gas Workers, who struck work against the conduct of their manager, who was evidently attempting a blow at Trade Unionism. The coal porters did great service in refusing to discharge the cargoes manned by non-Unionists, and some hundreds have been added to our membership in consequence.

INTERNATIONAL TRADE UNIONISM.

Your Executive also instructed the general secretary to open Branches on the Continent. Until recently this has not been practicable, but in consequence of the Danish Sailors' and Firemen's Union demanding an increase of wages, which was declined, we determined to assist them, and we requested the dock labourers to refuse to load or unload any Danish vessels until such time as they paid a fair and reasonable wage. This was carried on for several weeks, and we spent a considerable sum of money in supporting the dock labourers of Newcastle-upon-Tyne. Eventually the shipowners entered into an agreement recognising

the Danish Seamen's Union, with a promise to reinstate all the old hands. Since then a resolution has been passed by the Danish Seamen's Union to amalgamate with our Union and adhere to our rules. (Applause.) Mr. Edward Donnelly, of Greenock, was dispatched a month ago to Antwerp and Rotterdam, and it is a pleasure to report that considerable progress has been made in forming Branches on the Continent, and that we have with us at this Congress delegates representing these Branches. (Applause.)

UNITED KINGDOM PILOTS' ASSOCIATION.

Considerable correspondence has taken place between the above Association and your general secretary, with a view of compelling compulsory pilotage and to protest against the action of the Barry Dock Company, and your Executive Council gave the general secretary instructions to render to the pilots all the assistance possible, as it is in the interests of the members of our Union that compulsory pilotage should be maintained. (Hear, hear.)

REMOVAL OF HEAD OFFICE.

A sub-committee of the Executive Council visited 19, Buckingham-street, Strand, London, and at their next meeting recommended that offices should be taken there at £108 per annum, which was done by the general secretary and fitted up to the entire satisfaction of the Council.

LOAD LINE BILL.

The Executive Council are pleased to state that through the energetic efforts of our worthy president, Mr. Samuel Plimsoll, the Load Line Bill has now been passed, and will soon become law. This is a question to which Mr. Plimsoll has devoted the whole of his time for years past, and it is to be hoped that the best thanks of this assembly will be tendered to Mr. Plimsoll for the able manner in which he guided the Bill, and also to Mr. Geo. Howell, M.P., who so kindly looked after the same in the House of Commons. (Applause.) After securing the passing of the Load Line Bill, the Deck Load Bill was introduced, but owing to the shortness of the remainder of the session it was withdrawn, although not before securing from the leader of the House of Commons and the President of the Board of Trade a promise that any orders in council which were in existence should be put in force relating to the carrying of cattle on upper decks. Mr. Plimsoll intends to reintroduce his Deck Load Bill upon the reassembling of Parliament. (Applause.)

PROMOTERS OF THE UNION.

The Executive Council also decided to recognise the services of the original promoters of the Union (who had devoted a considerable time without any remuneration) by presenting to each of them a gold medal, which was accordingly done. (Applause.)

STRIKES DURING THE YEAR.

I am pleased to state we have not had many strikes of a serious nature during the past 12 months. What conflicts we have entered into have been more in the interest of others, but by doing so we have been helping the cause of Trade Unionism and in no way injuring ourselves. (Hear, hear.)

FEDERATION OF SHIPPING TRADES.

In accordance with instructions, the general secretary has drafted a code of rules for the regulation of a federation of all trades connected with the shipping industry, and a meeting of delegates from all such trades has been arranged for Oct. 21 inst., when it is to be hoped the Federation will be effected so as to cope with the action of the shipowners and merchants who have been preparing for some time past, and, we trust, when an attack is made, our members and these Organisations will be equal to the occasion, thereby showing it is impossible to defeat united labour and drive the men back into slavery. (Applause.) The shipowners are continually crying out about the freedom of labour. Our reply is, we have never had freedom of labour until the present time, and it is only by solid combination that it can be maintained. (Hear, hear.) They have also been preaching to the public about the tyranny of our Union. If there is any tyranny it is on the side of the employers, as since our Union commenced they

have tried to employ only non-Union men. (Hear, hear.) Our demands up to the present have been most reasonable, as there is not another class of workmen in the country with so many grievances, who have been willing to accept such a small instalment of justice as our sailors and firemen. (Hear, hear.) For many years we have been at the mercy of the shipowners and trusted to their generosity, but in spite of the fact that the freights carried showed they were returning dividends from 50 to 60 per cent., their reply to our request previous to organising was always that it was a question of supply and demand. As long as they could get sailors and firemen at low wages, they were determined to have them, although our wives and children might be starving. (Hear, hear.)

THE FOOD QUESTION.

For many years the rank and file of shipowners have carried on a system of starvation on board ship. We have made no demand in that direction up to the present time, as we thought it was our duty first to look after the interest of our wives and families, and also to allow the shipowners to recoup themselves for the increase of wages we had obtained. But now we are determined to ask, in a proper and legitimate manner, the Government to pass a law providing that a sufficient quantity and proper quality of food shall be served out to seamen. (Applause.)

ACCOMMODATION ABOARD SHIPS.

We have not as yet attempted to compel shipowners to furnish proper accommodation on board ships. The present accommodation is a disgrace to civilisation, and it is to be regretted that any Government should allow any Bill to become law allotting to seamen only 70 cubic feet of space, in spite of the fact that convicts are allowed 370 feet. Men who thieve and murder appear to be of more consequence than those to whom the nation is indebted, and more than any other class of workmen, for its prosperity. (Applause.) Although our demand for better accommodation has never yet been put into force, we wish the shipowners to understand that it is our intention to make such demand, either by legislative enactment, or through the instrumentality of the Union. (Hear, hear.) We have an opinion that we have a good right to interfere in this matter, as we are convinced that in consequence of the insanitary condition of forecabin diseases are contracted and many lives lost. (Hear, hear.)

UNDERMANNING.

One of the most serious crimes that any shipowner can be guilty of is to send ships to sea in an unseaworthy condition. As Mr. Justice Butt stated, undermanning is the worst kind of unseaworthiness, and one man is thereby compelled to do the work of two or run the risk of losing his life. (Hear, hear.) We are not in the position of ordinary workmen ashore, as we are compelled to sign a contract, and no matter how hard or hazardous the work may be to be performed, or how we may be starved or supplied with inferior accommodation, we must carry out the contract or in default are liable to imprisonment. (Hear, hear.) In ships undermanned there is consequently no provision made for the sickness of any of the crew, and if a man takes ill he must work on until he dies, or be subject to the brutal tyranny of the officers, and occasionally of his shipmates, as upon them falls the burden of his work. There are cases out of number where men have worked in the greatest agony until they have dropped down dead. This can in all cases be attributed to undermanning, as there is scarcely a ship that leaves the United Kingdom full and sufficiently manned.

EIGHT HOURS FOR SEAMEN.

There is one way in which this can be avoided, and that is by having the eight hours a day limit on board of ships. By doing so watches could be divided into three, which would necessitate more men being employed, and in cases of emergency the extra watch could be called to assist the others for the time being employed on deck. We shall also ask Parliament to aid us in securing this much-needed reform, and the reason for doing so is that we believe that will be the only means of securing the proper regulation of hours on board ship without tremendous and costly strikes. And when we come to consider

there are every year close upon 1,000 sailors and firemen convicted, fined, and sent to prison for refusing to work more than what they consider fair and reasonable hours, we are perfectly justified in asking Parliament to interfere. (Applause.) Parliament has decided that a sailor or fireman shall work all hours God sends, that is when the shipowner or his captain requires it, and if he objects he is logged, and at the end of the voyage tried before a shipowning magistrate who quotes the articles and the Act of Parliament to convince the sailor and fireman that it is not a question for him to decide as to when he has worked a sufficient number of hours, but simply bow to the decision of his superiors! Where could a law be more unjust and tyrannical than this? Yet some people say, "Don't ask Parliament to interfere." Parliament has interfered in a way, but in consequence of it being a Parliament of shipowners and capitalists the voice of the seaman has not been heard, and legislation has been effected entirely in the interests of the employers, but to the detriment of the sailor and fireman. But shall we allow this anomaly to exist? I feel convinced after the delegates have carefully weighed the matter, and think of their bitter experiences in the past, they will decide by a unanimous vote to demand from Parliament that some restriction shall be placed on the labours of the sailor and fireman, and that each delegate will ask his fellow workers to see that all candidates in their respective towns will support such a Bill. (Applause.)

DETERIORATION OF SEAMEN.

For years now, the shipowners at their annual gatherings, and at their after-dinner speeches, when well-nigh bursting with champagne and other luxuries earned through the blood and toil of the workmen, have declaimed about what they term "the deterioration of the British Mercantile Jack," and in the presence of Cabinet Ministers and others have suggested ways and means to remedy "this shocking deterioration." Fellow-workmen, what have been the means some of these toadies have suggested? I remember one speech delivered by a highly respectable shipowner belonging to Hull, to the effect that the Board of Trade pampered the seamen too much, and if they were only allowed to go back to the good old days when a captain could knock his man down in a brutal manner, and then place him in irons, we should soon have a better class of seamen, and half the trouble would cease. (Laughter.) Is this creditable language to come from men who style themselves gentlemen? ("No.") Yes, the shipowner would rejoice to have the sailor at his mercy in order that he might pay him such wages as he thought the trade was able to pay, and in the meantime cut down freights to such an extent that he would secure the monopoly by blacklegging his fellow employers. We have had too much of this in the past, but the day has now dawned when sailors and firemen will demand what they consider a fair and reasonable price for their labour. If there is any deterioration, who is responsible? I contend, gentlemen, it is not the sailor who is to blame, but the shipowners. (Hear, hear.) Have they not in years past so reduced the wages that a large number of the respectable members of the seafaring community, finding their employment so unremunerative, have left the sea service altogether? Is it not a fact that in consequence of the small prospects of success (as they cannot be all made officers) the apprenticeship to the service has sunk from 12,000 to 4,000. The result is that a lad having served his apprenticeship finds himself in a worse position than the common shore labourer, as his wages are low, his hours of labour endless, and the accommodation worse than that allowed to pigs. (Hear, hear.) Have the shipowners not imported into the Mercantile Marine whilst our men were seeking reasonable advances in wages, hundreds of tramps, thieves, and ticket-of-leave men, and the scum of the earth? Can it be expected, after importing the lowest specimens of humanity into the service, that they have improved the moral tone of the other workmen? My great surprise is that our men are not worse, and the greatest credit is due to the *bona fide* sailors and firemen, taking into consideration the demoralising surroundings and the unscrupulous manner in which some of the shipowners work their men, whilst they are contributing considerable sums to missions to

preach the gospel to what they term the heathen sailor and fireman. (Laughter.) Was there ever a thing so ridiculous and absurd? ("No.") At the same time I regret that through the want of organisation this preaching by the shipowners was swallowed by the public and Cabinet Ministers. To prove this I refer you to the speech of the Right Honourable A. J. Mundella, M.P., who at one time held the office of President of the Board of Trade. In that speech a most unwarrantable attack was made on sailors and firemen, and I am prepared to say at that time the Right Honourable gentleman knew no more about the matter under review than many an old woman, but so convincing were the plausible arguments, and through the sailor not being organised, and thereby able to defend himself, such clap trap was accepted. I have always contended that the sailor and fireman will work out his own salvation by the aid of his Union, and weed out the prigs, pickpockets, and loafers who have been imported into the profession, and thereby lift himself to a higher social level, and accordingly make the sailors and firemen's profession what it should really be, namely, the grandest and noblest of all, which shall be looked up to by everyone, and encourage our lads to flock to the service. Then we shall find a wonderful improvement in the morals and social standing of seamen all round, not one tittle of credit for which will be due to the shipowning community. (Loud applause.) I will now refer to the important question of

LABOUR REPRESENTATION.

Why do we ask to be represented in Parliament? We do so on the following grounds. The miners, an important section of workmen like ourselves, and who are controlled by many Acts of Parliament similar to our own, have found for many years that it has been to their interest to have direct representation, and who can deny the great good done by such representation? (Applause.) Our claims are also based on other grounds, viz., amongst other things we have 300 special sections of the Merchant Shipping Act dealing expressly with masters and seamen, and many of you know how these sections have been misconstrued to suit the employers. Many sections of the Act regulate the employment of seamen and the working of Mercantile Marine offices. Every sailor and fireman knows how we are humbugged by shipping masters and Board of Trade officials. Through not having direct representation we have been unable to bring such conduct under the notice of the Government, and we have got but little justice. (Hear, hear.) If we consider for a moment the legislation which has taken place the past ten years, we find it has been simply a fraud on the seafaring community. I refer you to the Merchant Shipping Acts, 1880 and 1881, and what do we find? The sailors made a demand that advance notes should be abolished and weekly payments made instead, but the shipowners of the House of Commons, with the assistance of their capitalistic friends, considered it would not be to their interest to allow this, and therefore did away with advance notes, but in lieu thereof granted monthly allotment notes which have been the greatest curse to the wives and families of sailors and firemen. It was also demanded at that time that no man should be entitled to the rating of A.B. unless he had four years' sea service and hold a certificate to that effect, and, moreover, that no man should be allowed to ship unless a certain number were on board of each vessel. Here, again, the shipowning element looked after Number One, and passed an Act that seamen, before being entitled to the rating as asked, should have a certificate, but no mention was made as to whether it should be compulsory or not on the part of the owners to employ such men, as the shipowners knew that if the Bill had been passed as introduced on behalf of the seamen, the day would have gone by when incompetent seabs could be employed by the hundreds. It is therefore contended if one or more seamen were in the House of Commons to represent our interests, legislation would be effected which would be more in accordance with the justice of our demands. (Applause.)

As you are aware, your general secretary, on the recommendation of the Executive Council, contested the seat vacant at East Bristol, but owing to the shortness of the time that he was

in the field he was unsuccessful. However, he has been suggested as the candidate for another constituency, provided it meets with the approval of the Union. (Applause.)

FUTURE LEGISLATION.

The legislation which will be effected in our interests in the future will be of the greatest importance, and will require very severe fighting for, so we must, therefore, in every constituency make our grievances known in order to bring pressure to bear on the candidates who may seek the suffrages of ourselves and our fellow electors.

It was unanimously resolved that the report be adopted, and a hearty vote of thanks be accorded Mr. Wilson for his services.

THE REBELS AND THE EXECUTIVE.

The chairman read a letter from Mr. Pleasance, secretary of what used to be the Tower Hill Branch, asking that Mr. Irvine be heard in defence of the expelled members of that Branch.

One delegate moved, and another seconded, that the letter be put into the waste paper basket.

As an amendment, it was moved that Mr. Irvine be heard. For the amendment there voted 51, and for the motion 14, therefore it was decided that Mr. Irvine be heard.

After the adjournment for luncheon, Mr. Irvine was called on to the platform and was accorded a patient and fair hearing. He protested against the action of the Executive in expelling the persons on whose behalf he appeared, and he attempted to defend them against the charge of acting against the Union, on which charge they had been expelled. He also made a statement reflecting on Mr. Geo. Cowie, assistant secretary of the South Shields Branch, but when asked for evidence to support it, he said he had not got it with him—he had got a copy of a letter he referred to, but not the letter itself.

A delegate said he ought to have brought the letter itself—not a copy.

The Chairman said that Mr. Irvine should have brought his evidence with him. This view was generally endorsed, and indignation expressed at the reflection on Mr. Geo. Cowie.

Mr. J. H. Wilson warmly defended the action of the Executive in the expulsions referred to, denounced certain persons as having accepted money from some shipowners to break up the Union, and stated that Mr. Irvine had been offered money for that purpose by shipowners.

Mr. Irvine admitted that he had been offered the money, but denied that he had accepted it.

Mr. Wilson contended that he thought Mr. Irvine had been more of a dupe than an agent in the matter, and having explained that he had got evidence of a conspiracy to smash the Union, and justified his conduct and that of the Executive, resumed his seat amidst hearty cheers, which clearly indicated the warm approval of the meeting.

Mr. Phillips, Bristol delegate, moved a resolution declaring that the meeting thoroughly approve the action of the Executive in the matter referred to, and record its unabated confidence in the general secretary, Mr. Wilson. (Cheers.)

Mr. Nicholson, Newport, seconded the resolution, which was carried unanimously with loud cheers, willingness being expressed that such members as had been misled by the expelled officials should be readmitted to the Union.

SEAMEN'S FOOD.

Mr. W. Chafer, Hull, moved the following resolution:—"That, in the opinion of this meeting, the provisions at present supplied to the seamen of the Mercantile Marine are insufficient, and in many instances unfit for human food, and the meeting urges upon the Executive Council to suggest remedies for these evils, and take steps to secure that the same supervision be exercised over the food supplied to all seamen in all merchant vessels as that now in force in respect to vessels carrying passengers."

Mr. A. Buchanan, Aberdeen, seconded the resolution.

Mr. Phillips, the Bristol delegate, in a telling, and at points an amusing speech, well described the provisions in the majority of the ships in which he had sailed as of the very worst quality. They might have been labelled "for sea use, not fit for shore." After pork had done its seven

years in Gibraltar, and gone round the Horn a couple of times, it was brought into the market, where the captains went and purchased at the cheapest rate, at the same time looking out for cabin beef for their own use. There was a scale, no doubt, but the scale was not adhered to, and as a matter of fact the men were not fed as well as a gentleman fed his pigs. He suggested that it would be quite as cheap to the owner and much better for the men if the owner allowed the men their provision money, and allowed them also to purchase their own provisions. If he were allowed his eighteen pence a day he would undertake to feed himself better than many captains were at present. (Hear, hear.)

American and Continental delegates stated that the provisioning was no better under other flags.

A North of England delegate suggested that since they were all agreed as to the insufficient quantity and bad quality of the provisions, and since nothing could be gained by merely narrating personal experiences, the Executive Committee should draw up a provision scale, which should be forwarded to the Branches for suggestions. These suggestions might be utilised by the Executive, and then they would have a scale which they could go to Parliament with, or refuse to sign articles without. The Bristol delegate's scheme he regarded as quite unworkable. The resolution was adopted unanimously.

DECK LOADING.

Mr. McGregor, Glasgow, moved the following resolution:—"That in the opinion of this meeting, the present system of deck-loading is the direct and indirect cause of great loss of life amongst our seafaring community, and it is resolved that steps be taken to bring before Parliament the urgent necessity of so amending the Acts relating to deck loading as to prohibit the dangerous practice, and to make it a penal offence on the part of shipowners and captains engaging in it." In Glasgow, he said, in the matter of deck cargoes, things were getting worse and worse. Owners were buying up old boats done up in some other trade and filling them chock-a-block with cattle. During the past five years, he said, they in Glasgow had lost 52 men through deck-loads.

Mr. J. Slade, Grays, seconded the resolution.

Mr. Slade also supported the resolution, he and several others of the delegates giving illustrations drawn from their own personal experiences of the dangers of deck loads alike of cattle, deals, or machinery, the horrible cruelties to cattle being almost sickening to hear.

The Chairman, holding the delegates to be agreed as to the danger of the practice, put the question, and the resolution was carried unanimously.

UNDERMANNED SHIPS.

Mr. A. Flay, Liverpool, moved: "That, in the opinion of this meeting of delegates from Branches throughout England, Ireland, Scotland, and Wales, the almost universal practice of undermanning vessels, both in the stokeholes and on deck, is a fruitful source of loss of life and property, and it is resolved that the Executive Committee of this Union be instructed to take such steps as may be deemed necessary to bring before Parliament the facts regarding this pernicious practice on the part of shipowners, and to prevail on the Legislature to put a stop to it by legal enactments." He spoke of several ocean-going vessels in which the crews were utterly insufficient, mentioning one well-known Atlantic line, in one of whose ships he had spent two hours reefing a sail, because the only other man on the yard was an incompetent landsman.

Mr. William Gammon, Whitstable, in seconding, said he knew of coasters sailing from that port without a single able seaman on board.

The Californian delegates said their Union had also had to fight the shipowners on the same subject.

The resolution having been carried unanimously, the Congress adjourned at five o'clock till next morning.

CONCERT AND BALL.

In the evening a concert, got up by the Glasgow Branch, was held, the best professional talent obtainable in the city being engaged for the occasion. Mr. Plimsoll took the chair, and on the platform, besides several of the chief officials of the Union, were Mrs. Walsh (wife of the London district secretary) and Mrs. Boyd

(wife of the Clyde district secretary). The following is the programme:—

| | | |
|------------|-----|--|
| Glee | ... | "Hail, Smiling Morn," |
| | ... | Quartette Party. |
| Song | ... | "The Shipper," |
| | ... | Mr. Gideon Duncan. |
| Song | ... | "The Three Fishers," |
| | ... | Miss Young. |
| Song | ... | "Bonnie Wee Thing," |
| | ... | Mr. Gilchrist. |
| Recital | ... | "The Two Scars" (Overton), |
| | ... | Mr. W. S. Vallance. |
| Part Song | ... | "Waes Me for Prince Charlie," |
| | ... | Quartette Party. |
| Comic Song | ... | "Lovely Woman," |
| | ... | Mr. R. P. Jennings. |
| Song | ... | "Cam' Ye by Athol?" |
| | ... | Miss Park. |
| Trio | ... | "Willie Brew'd," |
| | ... | Messrs. Gilchrist, Ferguson, and Duncan. |
| Part Song | ... | "See our Oars with Feather'd Spray," |
| | ... | Quartette Party. |
| Song | ... | "The Death of Nelson," |
| | ... | Mr. Gilchrist. |
| Comic Song | ... | "Shusan's Gare Awa," |
| | ... | Mr. R. P. Jennings. |
| Song | ... | "The Auld Hoose," |
| | ... | Miss Young. |
| Recital | ... | "Jock Reppeth's Courtship," |
| | ... | Mr. W. S. Vallance. |
| Song | ... | "Killarney," |
| | ... | Miss Park. |
| Part Song | ... | "Annie Laurie," |
| | ... | Quartette Party. |
| Song | ... | "Off to Philadelphia," |
| | ... | Mr. Gideon Duncan. |
| Comic Song | ... | "Comfort and Joy," |
| | ... | Mr. R. P. Jennings. |

The concert appeared to be heartily enjoyed, although all the delegates were not present. Several of the singers were encored, the pieces we have put in italics apparently being the favourites. Among the audience were a number of seamen's wives with children in their arms, and when Mr. Plimsoll rose to propose thanks to the artistes and the Glasgow Branch, he referred to the spectacle of the seamen's wives and children before him as one that might well stimulate him and the Union in their efforts to save life at sea, reminding them, as that spectacle did, of those who had to suffer for such losses. (Loud applause.) Loss of life at sea there must always be. But some of the present losses were preventable, and such losses he trusted with the help of God and the Union to abolish. (Cheers.) When that was done, there would be fewer seamen's widows and orphans. (Great applause.) He was sure they had all enjoyed the excellent concert and would join in thanking the singers and the Glasgow Branch for such an entertainment. (Cheers—followed by three times three for Mr. Plimsoll, Mr. Boyd, and the Glasgow Branch.)

Mr. Boyd, who was again cheered most heartily, in a brief and appropriate speech, returned thanks for himself and his Branch, saying it had been a great pleasure to welcome Mr. Plimsoll and so many well-known and tried friends of the seamen.

The spacious hall was then cleared for dancing, which began soon after, to the strains of Parker's excellent quadrille band, Mr. Boyd leading off with Mrs. Walsh as his partner, followed by Mr. Walsh with Mrs. Boyd. One or two of the seamen turned up in regulation evening dress, with white ties, gloves, and all their partners made a fine show, being suitably dressed without much show, and displaying an amount of good taste which is not always seen at more aristocratic gatherings. The galleries round the hall were filled with spectators, and dancing was kept up with much spirit till an early hour, all heartily enjoying themselves, and Mr. Boyd being the recipient of many well-deserved compliments for the excellent arrangements he had made for the occasion. Despite the ball and the late hours which it involved, all the delegates and officials turned up at the reopening of the Congress at 10 on Wednesday morning as fresh and fit for work as ever. It should be added that the ball programmes, in the palest Cambridge blue and gold, are very artistic productions, and most appropriate to the occasion, of which they will probably be kept by many as mementoes.

(For continuation see page 11.)

SHIPMASTERS AND OFFICERS
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TO UNEMPLOYED
MASTERS AND MATES.
NOTICE.

A register of Unemployed Shipmasters and Officers is kept at the Chief Office of the Shipmasters' and Officers' Union, 33, Market Place, South Shields. FREE OF CHARGE.

No less than 127 Masters and Officers have already OBTAINED EMPLOYMENT by registering their names here.

SEAFARING MEN
SHOULD JOIN WITHOUT DELAY,
AS THE
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NATIONAL AMALGAMATED
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Among the chief objects of this powerful Union are:—

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- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie.
ARBROATH.—J. Wood, 17, Ferry-street, Montrose.
ARDROSSAN.—W. Galbraith, 59, Glasgow-street.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry; R. R. Golden, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—R. Price, 41, Queen-square.
BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, secretary; Captain Geo. Cawley, president; Dr. Walker, 115, New Cut, medical officer; Mr. ——— solicitor; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings, every Monday evening, 7.30, at The Ship, Redcliff Hill.

BURNISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.
CALCUTTA.—70, Bentinck-street.
CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
CORK.—Michael Austin, 6, Patrick-street.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.
DUBLIN.—M. Bolger, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-st.
DUMBARTON.—J. McNea, Kirk-street, agent.
DUNDALK.—J. Fitzpatrick, Quay-street, secretary.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGARVAN.—P. Power, 5, St. Mary-street.
FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.
GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. W. Ruthven, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street. Telephone 3184.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m.
GLANGMOUTH.—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., at office.
GRAVESEND.—John Dognin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Alborough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
GREENOCK.—G. McNaught, 16, East India Breast.
HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Friday evening, 8 p.m., at Royal Standard, County Court-road.
LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.
LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atoherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
LIVERPOOL.—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.
LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.
LONDON (Tug-Boat Branch).—G. Donaldson, 5, Jeremiah-st., East India Dock-road, secretary.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-sq., Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.
LONDON DERRY.—A. O'Hea, 27, William-street.
LOWESTOFT.—J. Linder, assistant secretary, 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 1, Nile-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Eliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
NEWRY.—D. Lennon, agent, Dublin-road. Jas. Fitzpatrick, Quay-street, Dundalk, secretary.
PETERHEAD.—T. D. Rennie, 66, Queen-street, sec.
PENARTH.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. Cox, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Friday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Longin, river secretary, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, sec.; T. Potts, Palatine Hotel, Bridge-st., agent; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
SUNDERLAND.—W. Lonsdale, secretary, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 p.m., at 174, High-st. East. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tooke, Faversham, agent.
WHITEHAVEN.—John Smith, Maryport.
WORKINGTON.—John Smith, Maryport.

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Signed on behalf of the Executive Committee,

J. H. WILSON,

General Secretary.

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CONTAINING A

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OF THE

SEAMEN'S CONGRESS AT GLASGOW.

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SATURDAY, OCTOBER 11, 1890.

FOR THEY ALL LOVE JACK.

It is a good song—writes a correspondent
—to which the above is an inspiring
chorus; it brings down the house, you know,
and stands a good chance of an encore. If
it were a fact, an honest truth, instead of a
pretty bit of sentiment, it would suit us
better. Well, we can't deny some love him.
There's his old mother, who thinks of her boy
if there should be a fresh gale round her
cottage, and believes, dear old soul, that it
must be blowing a hurricane where he is—
although he may be, and most likely is,
longing even for a capful of wind. Then
there's Black-eyed Susan, or Lively Polly,
his sweetheart, whose "heart is o'er the
sea," and his sisters who, when ashore, he
treats to all kinds of pleasure; and last, the
old father, who only admits that he's proud
of that youngster. All these love him in a
true sense. Then there's the politician, and
the patriot, and the "gentlemen who live at
home at ease," people who make after-
dinner speeches, and who are sure to secure

applause when they talk of our "hearts of oak," or quote a bit of Dibdin. These—well, don't exactly love him, but do the next best thing—admire and patronise him.

Suppose, then, that we admit the above-mentioned people love Jack to a greater or less degree, we still stick at that *all*. Let's see how some *love* him, and treat him. Let's begin with the owner of the vessel he sails, whose wealth he has been the means of obtaining—surely he loves Jack. If he does he has had, and has now, a funny way of showing it. It does not require to be very old to remember what the fo'castle used to be. The half-rotten junk and maggoty biscuit, the mouldy lime-juice, the watered rum, that was considered good enough for the sailor; nay, worse than all, in many cases the rotten ship, often overloaded; the forfeiture of wages when the voyage was not completed. All these playful ways of showing affection, thank God, if not things of the past, are, we will hope, on the road to be so. But all the amendments made—were they the result of kindly consideration for Jack? Were they not all wrung out of the shipowner by the people and Legislature of the country, in the teeth of the most strenuous opposition? And now, how does the average owner speak of Jack? According to them he is a lazy, grumbling, mutinous fellow, not half as good as Swedes or Norwegians, or even of Lascars; or he is a drunkard and a spend-thrift, etc., etc. Clearly the owner is not one of the *all* that *love* Jack. Again, there is the captain, often enough a good fellow, but, alas, often a brutal tyrant; but in either case (with many honourable exceptions), as a rule not above doing a little business on his own account at Jack's expense, to eke out inadequate pay. How often does he provide the sailor with slops at a profit of about 200 per cent.? or supply him with tobacco shipped in board at prices ruling at first-class West End shops for the duty-paid article? How often, to curry favour with owners, are Jack's wages stopped for the slightest alleged delinquency, or reduced on the pretended excuse of incompetence? Clearly this style of captain is not one of the *all* that *love* Jack. So we see the song is just good enough to sing, and, like other songs describing love-sick swains and lackadaisical maidens, describes very pretty sentiments—but very false and untrue ones. Now, we don't say Jack is above being loved, but he does not want that feeling to enter into the *business* of his life. What he wants is *just* treatment and a fair consideration of the circumstances that surround his life. For the benefit of his fellow countrymen, for the advancement of their well-being and comfort, to say nothing of the honour and glory accruing to his country from the possession of the proud title of Mistress of the Seas—for these advantages what does he give up, and what does he endure? For him the comforts of home, the society of wife and children, are but little known; physical danger, mental anxiety are ever present, and even political status is denied him. He has no vote, but has to pay rates and taxes. Others may be enriched by his labour, but he does not participate; and he has to bear the abuse so safely used against the absent. Is this always to be so? Surely not! We trust the time is coming—yea, is not far distant—when Englishmen will do justice to those to whom they owe so much, and not go on bragging that they *all* *love* Jack.

SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

LONDON DISTRICT.

The usual weekly meeting was held on Oct. 3, Bro. Starr in the chair. Seventeen new members enrolled during the week were admitted, bringing the total up to date to 3,451. Delegates for the Annual Congress were elected. Instructions were given the delegates.

NEWCASTLE-ON-TYNE BRANCH.

A special general meeting was held at "The Grapes," Tyneside, a large number being present. Mr. Dunn was voted to the chair, and, addressing the meeting, said they were met together to discuss the advisability of a 10s. levy being enforced. Mr. Shecock referred to the fire on the *Katoomba*. Similar cases had occurred on board other vessels during the last twelve months, viz., the *Barracuta*, *Barnum*, and *Katoomba*, and he wished this to be published. Mr. Mansell thought something must be seriously wrong. The Government ought to inquire into the causes of such accidents. It was all very well for Government inspectors to inquire, and then say they could find no cause for such an accident. He hoped the Government would see practical men appointed as inspectors (Applause) Mr. Scott, Mr. Shecock, and Mr. Mansell advised the enforcement of the levy. The motion that a levy be enforced was lost by six votes. The sailors of the s.s. *Granadier* attended to ask the advice of the secretary as to the system of shifting the crews of the vessels in the Tyne Steamship Company. Mr. Mansell said what was wanted was for the men to stand firm, and one crew assist the other, and then the matter would be settled. (Hear, hear.) It was no use his trying to remedy these matters if he had not the assistance of the men (Hear, hear.) A resolution to the effect that all crews stop by their own ships, and that a fine of £1 be imposed on members infringing the resolution, was carried unanimously. Mr. Sinclair addressed the meeting on the advisability of members voting for labour candidates at forthcoming municipal elections. A resolution was passed pledging the members to support all labour candidates. A vote of thanks concluded the meeting.

A general meeting was held at Lockhart's, Oct. 6. Mr. Nicholson was voted to the chair. The secretary read the minutes of previous meetings. A discussion followed on the proposed concerts for the benefit of the men injured on board the *Katoomba*. Mr. Gibson said that there was a boilermaker injured at the same time as the firemen, and he would suggest that the boilermaker be included in the benefits derived from the concerts. Mr. Gibson's suggestion was unanimously agreed to. A member of the Goole Branch then began to speak regarding the way they conducted the meetings at other places. Several members of the Branch said they would not be ruled by other Branches.

SOUTH SHIELDS BRANCH.

The usual meeting was held on Monday evening in the Union Hall, Coronation-street, the vice-president presiding. The auditors reported that the books and bills were in a highly satisfactory condition. The income from all sources was for the quarter ending Sept. 26, £1,514 18s. 1d., and, with the money in the bank and treasurer's hands of £1,828 18s. 10d., makes the large total of £3,343 7s. The membership is 5,914.

NORTH SHIELDS BRANCH.

At the usual weekly meeting Bro. Richard Latimer presided. The secretary read a letter from the captain of the s.s. *Ravenanorth*, complaining of the conduct of the firemen. One of the members explained that other men had to do the donkeyman's work. That was the reason the other men would not stop. The man paid for being donkeyman should act as such.

SUNDERLAND BRANCH.

This Branch held its usual weekly meeting on Oct. 5. Mr. P. McGuinness in the chair. A letter from Pensacola stated that a member of this Branch accused of a crime which he was not guilty of, was taken ashore and tried and found not guilty. Yet he is still lying in prison to be again tried. The man has appealed to the British Consul who will not do anything for him. So much for our British Consuls! When a foreigner is being tried in England for any crime his Consul uses every means to clear him of a conviction. The balance sheet for the quarter was £150 over the previous quarter.

WEST HARTLEPOOL BRANCH.

The weekly meeting was held Oct. 3, Bro. Rider presiding. The new banner gives great satisfaction; also the quarterly report, which shows, after deducting all expenses, a clear gain to the Union of £412 7s. 4d. J. Conway was fined the full penalty, £3, for continually backing out of ships.

HULL BRANCH.

The usual Branch meetings have been held this week, Mr. W. Chafer in the chair. Mr. Lea, secretary of the Steam Trawler Engineers' Branch, briefly addressed the meeting on the invidious position held by his Branch, and, after some discussion, it was resolved, on the motion of Mr. Steele, seconded by Mr. Hodgson, that "We, the members of the Hull Branch N. A. S. & F. Union, trust that the Executive Council will recognise the Fishing Vessels Engineers' Branch as a Branch of the N. A. S. & F. Union; and, further, we beg to state that hitherto there has been no sign of any friction between them and us, and we have no knowledge that there is any between them and any other Society." A Church Parade of the seafarers of Hull, in connection with the Missions to Seamen, took place on Sunday last, the Hull Branch and the Local Society and Tug Boat Union being well represented. The Branch banner was unfurled for the first time. The banner was admired by all. It is intended to have a Church Parade periodically in the future.

DUBLIN BRANCH.

At the usual weekly meeting, Oct. 3, Bro. J. P. Maxwell in the chair, Bro. John B. Lee, Irish organising secretary, stated that he was proud to see the way the outside delegate, as well as the other officers, were acting, and that the outside delegate report was very satisfactory. The case of a man named William Bryan, No. 1033 of the Dublin Branch, was gone into. It was decided unanimously as from reliable information William Bryan was not a fit man to be in the Sailors' and Firemen's Union, the money he paid be returned to him, and he be expelled from the Union. Instructions were given to the delegates who were going to the Congress. Mr. P. A. Tyrrell addressed the meeting, and said he regretted to see such an occurrence as the expelling of a member, but the Dublin Branch had acted with great justice. Bro. John B. Lee also spoke. A hearty vote of thanks and confidence in Bro. John B. Lee for the way he had conducted the Dublin Branch during the present crisis, was carried unanimously.

LEITH BRANCH.

The weekly meeting was held Sept. 30 in the Lifeboat Hall, Bro. A. Robertson presiding. The chairman read an invitation sent to the secretary inviting him to attend the entertainments provided by the committee of the Glasgow Branch. It was unanimously agreed that the secretary have permission to attend these entertainments, and in order that he should have facilities, he be granted a week's holiday from Saturday 4th to Monday 13th inst. The secretary thanked the members for their kindness. He hoped to come back from Glasgow refreshed for the winter's work.

SWANSEA BRANCH.

The usual weekly meeting was held on Tuesday, Sept. 23. The secretary read a letter from the secretary at Fleetwood informing him to look out for the s.s. *Rothimay*, as she was manned by scabs which the captain obtained from a boarding master at Liverpool. Our secretary went on board but the captain ordered him ashore. The following morning the captain invited the secretary aboard. There were five Spaniards on board, three of whom could not speak a word of English, but the other two were eligible to become members. On acquainting the captain of the facts he dismissed the three Spaniards, and paid the money for the rest of the crew to join the Union. (Cheers.)

The usual weekly meeting was held on Tuesday, Sept. 30, Bro. Williams presiding. A complaint was laid against Bro. Geo. Forbes for missing his passage after signing articles to proceed to sea. It was decided that he should be fined 5s. Bro. John Jones was fined 5s. for joining his ship drunk and incapable of doing his duty.

[Neither of the foregoing reports was received until the 7th inst.—Ed. SEAFARING.]

MIDDLESBROUGH BRANCH.

The usual meeting was held on the 6th inst., in the Market Hotel, the president in the chair. The secretary reported that ten new members had joined since last meeting, and they were accepted. It was decided that the Branch banner be forwarded to Glasgow for the demonstrations in connection with the annual Congress.

GRAYS BRANCH.

At the weekly meeting the president referred to the cooks and stewards that are employed on our large steamers, the majority of whom are still outside the Union. Now that they had started to join he trusted before long every steward and cook sailing out of the port of London would be enrolled under our banner. The meeting discussed the present strike in Australia, and also voted £10 to the District Fund.

DUNDEE BRANCH.

The usual weekly meeting was held Oct. 6, Mr. A. McDonald, president, in the chair. The quarterly report for the last three months ending Sept. showed income as follows:—Entrance fees, £71 16s. 9d.; contributions, £216 14s. 3d.; sick fund, £1 15s. 11d.; cards, rules, and medals, £7 8s. 8d.; non-local entrance fees, 10s.; and SEAFARING, £2 1s. 7d. The expenditure was as follows:—Working expenses of Branch, £57 18s. 6d.; contribution to Australian strike, £10; contribution to Copenhagen Union, £2; remuneration to Makepeace, Forth Bridge, £1 10s.; shipwreck claims, £21; superannuation benefit, £6 10s.; and strike pay, etc., during strike in Methil, £50 6s. 2d.; leaving a balance in the bank of £174.

CHOLERA ON BOARD SHIP.—The chief engineer of the steamship *Pictou*, which arrived in the Mersey on Monday from North Carolina, is prostrate with what is believed to be Asiatic cholera. The vessel is supposed to have become infected in the Port of Cartagena, which is only 150 miles south of Valencia. After leaving that port cases of illness occurred among the crew.

THE STRIKE IN AUSTRALIA.—The reply of the strike committee requiring that any conference with the employers shall be unhampered by conditions has been received by the Employers' Union. It is unlikely that they will consent, as they are determined to maintain the principles of the employers' manifesto. The New Zealand strike conference was a failure, having closed without any result having been arrived at.

INTIMIDATION AT THE DOCKS.—At the West Ham Police Court, Henry Merton, 33, a labourer, of 100, Grundy-street, Poplar, was charged with unlawfully intimidating one Thomas Mann at the Royal Albert and Victoria Docks, and also with assaulting him. The affair arose out of a dispute, as to the non-payment by the complainant of a contribution to the Australian Strike Fund. Prisoner was sent to gaol for 21 days with hard labour.

AN INQUIRY BY THE MARINE COURT has been held into the circumstances of the wreck of the Liverpool ship *Carlisle* in Bass's Straits on Aug. 6. The captain was of opinion that the rock which caused the disaster was not marked down in the chart, and the result of the official inquiry which was held at Melbourne confirms this view. Under the circumstances, the court fully exonerated the captain and officers from blame.

THE NEW SHIPMASTERS' ASSOCIATION.—In connection with the newly-formed body calling itself the British Mercantile Shipmasters' and Officers' Association, a meeting of shipmasters and officers of the mercantile marine was held on Oct. 3, at 83, Minories. Captain J. B. Quance presided. Captain Ernest B. Rae (general secretary) having detailed the events which led up to the formation of the Association, said it had for one of its principal objects co-operation with the Shipowners' Federation in their efforts to subjugate the Seamen's and Firemen's Union and other labour organisations whose growing aggressiveness required to be curbed. An Executive Council would shortly be appointed at a general meeting.

PENALTIES ON SHIPMASTERS.—At Bristol Police Court on Oct. 3, Wm. Dick, master of British ship *Mercur*, was fined £10 for concealing, or removing, or allowing someone under his control to do so, the load-line marks of the ship, and neglecting to keep proper load-lines, at Colastive, River Plate, on June 10. He was also fined £10 for neglecting to carry lights whilst on a voyage to Buenos Ayres. At Edinburgh, on Oct. 3, Edward Paterson, master of the steamship *Fiery Cross*, was fined £5 for neglecting to carry red and green lights on the 7th and 8th August. At Plymouth, on Oct. 2, James Logan, captain of the full-rigged ship *Enterkin*, of Glasgow, and carrying a crew of 21 hands, was fined £25 and costs (in all nearly £40) for not carrying side lights for 40 nights, during a passage from Newcastle, N.S.W., to San Francisco. At Dublin, a few days since, Dougal McQuilkin, master of the steamship *Ben Ives*, was fined £18 and £2 costs for carrying passengers from Crookhaven to Bantry without a licence.

THE SEAMEN'S CONGRESS.

(Continued from page 7.)

WEDNESDAY'S PROCEEDINGS.

The Congress resumed on Wednesday morning at 10 o'clock, Mr. F. W. Evans being again in the chair.

UNDERMANNING.

Yesterday's minutes having been approved of, the discussion on the evils of undermanning was resumed by

Mr. Phillips, Bristol, who instanced the case of a ship of 2,500 tons register which had only 16 A.B.'s. The captain took three of the men as quartermasters, and as there were 1,172 yards of canvas in the mainsail, he left it to the meeting to consider if 13 men were enough to handle the ship off the pitch of Cape Horn in the month of June. (Applause.)

The discussion, by 61 votes to 1, was then declared closed, the resolution being adopted.

THANKS TO SIR M. HICKS-BEACH.

Mr. Gammon, Whitstable, moved: "That this meeting of delegates of 65 seaport towns in the United Kingdom desires to express to the Right Hon. Sir Michael Hicks-Beach its most grateful thanks for the active support and sympathy he manifested towards the Load Line Bill which was introduced and carried in the last session of Parliament; that this meeting, considering that the passage of said Bill might not have been effected if he had shown any hostile feeling towards it, would, therefore, ask him to accept the expression of their profound gratitude for the assistance and sympathy which he extended throughout the session towards this measure until it was finally carried into law."

Mr. Nicholson, Newport, seconded.

Mr. J. H. Wilson, general secretary, in supporting said, that whenever he had the opportunity to go before Sir Michael Hicks-Beach as one of a deputation, he had always found that gentleman receive a deputation from the Seamen's and Firemen's Union in a most courteous manner. He was

ALWAYS PREPARED TO LISTEN

to the voice of the seamen, and whenever they had any grievances which required to be redressed by the Board of Trade he had always found him willing to do all he possibly could. He (Mr. Wilson) was sure that in connection with the Load Line Bill they must thank Sir Michael from the bottom of their hearts for what he had done for them in the House of Commons. Whenever he could he gave them a night, or the opportunity of discussing a Bill of that sort. In connection with the second Bill introduced during the session, and which was to prohibit the carrying of five cattle across the Atlantic, and also to prohibit the carrying of deck-loads on board ship, although the Government was not able to give them a special night to discuss it, Sir Michael Hicks-Beach did the next best thing, and considered what powers the Government had in Council for dealing with these matters, until a proper Bill could be brought up in the House of Commons.

The motion on being put to the meeting was carried amidst great enthusiasm.

THANKS TO LORD GEORGE HAMILTON.

Mr. Chafer moved:—"That the Seamen's and Firemen's Union present to Lord George Hamilton their most hearty thanks, in that he secured the adoption of the minute by the Board of Admiralty which will prevent in the future the sale of condemned stores of beef and pork until they have been chemically treated, so that it shall be impossible for such stores to be supplied to merchant ships for the use of seamen."

Mr. Clement having seconded, the motion was carried with acclamation.

THANKS TO M.P.'S.

The Chairman read the following resolution, which was likewise carried:—"That the Seamen's and Firemen's Union give to Mr. Burt, M.P.; Mr. Fennick, M.P.; Mr. King, M.P.; Mr. Pickard, M.P.; Colonel Howard Vincent, M.P.; Dr. Cameron, M.P. and Mr. Howell, M.P., their best thanks for the invaluable aid they have given to the seamen's cause, by moving for

returns, putting questions to Ministers, and in other ways, during the past session of Parliament."

THE ENTRANCE FEE.

Mr. H. Atkins, Cardiff, then moved:—"That in the opinion of this meeting, the continually increasing entrance fees is detrimental to the interest of the Union, and should be at once reduced to a sum not exceeding £1." He was of opinion that the entrance fee was too large, and that if reduced, a great many who were not at present members would join.

Mr. H. Phillips, Bristol, seconded. He did not think they were justified in keeping out those who were willing to come into their Union, by having their entrance fee at such a high standard. The main reason why they did not join at the start was that there had been so many Unions before, and where their cashiers had gone God only knew. (Laughter.) Every man could not see alike, and he thought it was the duty of those inside to draw into the National Union every man who was willing to come in. It was in the interest of the Union that their fellow men outside should come in, and their motto should be "Hand in hand." They should get in a compact crowd, and then they could build up a good fortification. They would see from the *Times* pamphlet that

THE OPPOSITION UNION

were registering men for a shilling, but he trusted that they would not get good men to go in. He had every confidence that many men would come into the Union, but their means would not allow them to pay the entrance fee. (Applause.)

Mr. O'Hare, Bootle, said, seeing that their Union was nearly three years old, the men had had ample time to join it when the fees were low, whether they were seamen or firemen. In regard to the privilege-cards that had been issued, there were men in his Branch, and in various Branches in the Liverpool district, who took these cards out, but never returned them. In the interest of all the Branches he thought instead of reducing the entrance fee, they should allow it to remain at 30s. 6d. (Applause.)

The Wallsend delegate said that their Branch numbered 90, and of that 87 worked ashore, while Mr. Stanley, the general secretary of the Labourers' Union, had managed in that small district to get 1,500 sailors and firemen who were working ashore to go into that Union. He would consider that the

LOWERING OF THE FEES,

and allowing these men into their Union, as a victory. They might then defy their opponents, but in the meantime they were what they might call an ant on a big hill. Mr. Stanley's men had in fact told them that on Oct. 14 unless they were able to amalgamate with them, and allowed them to go to sea whenever they liked, they would not allow their Union men to work ashore, and as they were a very small proportion what could they do? With a reduced entrance fee they would have something like 1,500 men to come and support them in every way. (Applause.) It was

OF VITAL IMPORTANCE

to the Union. He in the meantime represented a Branch that next week might be no more.

Mr. McGregor, Glasgow, said that he represented, not a thousand men, but 12,500, and he did not see any use for the discussion at all. They had a clause in their rules which dealt with it, providing that anyone unable to pay the entrance fee could become a member and be entitled to all the liberties of a financial member with the exception of voting on finances. It was therefore all the same even if the entrance fee were £20.

A Delegate: Is that the privilege card?

Mr. McGregor: No. He referred to the rule in this year's rule book. The delegates from over the water knew very well that in San Francisco it cost more to join their Union than it did here, and it was natural that they should rise up to the same standard. They were trying to strengthen the Union, but he could not see how that could be done by lowering the entrance fee. In Glasgow they were also fighting local bodies, and they were

DRIVING THEM OUT OF EXISTENCE.

They had had a continual fight with the Riggers' Protective Association for over thirteen months,

and were wiping them out of existence, so that they were daily appealing to become members at 30s. 6d. (Applause.)

Mr. J. H. Wilson, general secretary, said he thought it was a sign of weakness for them to come there in an alarming state of mind, and get up and say that if they did not reduce their entrance fee, they were going, in fact, to be smashed up altogether. Were they going to allow scabs and blacklegs to control the business of the Union? Because a few scabs kept together and formed a Union, with an entrance fee of a shilling, and a contribution of twopence a week, were they going to be so foolish as to pull their entrance fee down? (Cries of "No.") He should think not. Since the entrance fee had been what it was, the number of members who joined weekly had increased. At the time when the entrance fee was 2s. 6d. it was a very good week when they got 200 new members, and when it had been increased to 25s. and 30s. a week, it was a very poor week that they did not enrol from 600 to 800 members. (Applause.) Besides, when the entrance fee was 10s., a large number of their members would much sooner allow themselves to run into arrears, and rejoin, sometimes at different Branches, as they found that cheaper than paying their contributions. But since the entrance fee was 30s., they found it much

MORE CONVENIENT TO PAY

their contributions than to pay a new entrance fee. That their contributions had increased from £1,000 to £2,000 per week, it was evidence of the fact that the increase of entrance fee was the proper and legitimate thing. (Applause.) He was not afraid of these rival Unions. A Union like theirs, with 85,000 financial members, could

HOLD THEIR OWN IN ANY PORT

of the United Kingdom. What he would suggest was that there should be a minimum entrance fee of £1, and if the Cardiff people were not able to get 30s. they could fix it for themselves at 20s. It would be an injustice to the other ports to pull down the fee below that, but he knew that a majority of them would insist on the increased entrance fee. It was only right that the men who had founded that Union and invested their small savings to build it up and protect their interests, should get whatever advantages were going over those men who had been getting good wages all through. It was too much to expect that after their members had been paying up since the commencement that the others should be allowed to step in at the eleventh hour without paying for it. (Applause.) There was no excuse for their not being in the Union, but he quite agreed that a minimum entrance fee should be fixed.

Mr. Anson, London, said they had had a great deal of trouble in that port with these other societies.

On the vote being taken, the motion was lost by 59 votes to 17.

HALF-CROWN FEE PROPOSED.

Mr. J. Nicholson, Newport, moved that the entrance fee at Newport be half-a-crown so long as the opposition society existed, and that thereafter it be raised to the sum fixed by the Executive Council.

The previous question having been moved, it was agreed by 55 votes to 6, not to discuss the subject.

THE LONDON LABOURERS' UNION.

Mr. Fowler, London, then moved:—"That in the opinion of this meeting, the action of the members of the Mechanics' and General Labourers' Union be disapproved of, and that the Executive Council take the necessary steps to protect the rights of our members." He explained the position of the Tidal Basin and the Green's Home Branches in relation to the Trades Council of East London. It was composed of the Associations of the Riggers, Painters, and other branches of industry, and they were preventing the men of the Sailors' and Firemen's Union from working while the vessels were in dock, as it was said they did work which should be done by these other trades. They wished the Union men to go and hang about the door of the shipping office waiting on jobs to go to sea again.

Mr. Wheeler seconded.

Some discussion followed, it being ultimately agreed to substitute the words "United Labour Council of the Port of London" for the "Mechanics' and General Labourers' Union." The motion was then adopted.

MR. G. HOWELL, M.P., SPEAKS.

Mr. Plimsoll and Mr. George Howell, M.P., having entered the meeting,

The Chairman said he had much pleasure in informing their esteemed friend Mr. Howell that this morning they had unanimously passed a vote of thanks to him for the great services he had rendered to them over the Load Line Bill and other matters in this session of Parliament. (Cheers.) Perhaps Mr. Howell would address to them a few words on that or some other subject of interest. (Applause.)

Mr. Plimsoll, in introducing Mr. Howell, referred to the qualities displayed by him, with the result that there was now on the Statute Book a law against overloading to come into force on Dec. 9 next. (Applause.) He was glad they had expressed their acknowledgments to Mr. Howell for his assiduous attention to that Bill, which had been watched by them both so carefully. Mr. Howell attended Parliament night after night to take advantage of the first chance given him—and he got it. (Cheers.)

Mr. Howell, who was received with much cheering, thanked them for the vote of thanks passed to him for the work he had, along with Mr. Plimsoll, done for the Load Line Act. It was, he said, no new thing for him to have

SYMPATHY WITH THE CAUSE

the conference had met to advance. Mr. Plimsoll and himself had worked together in what was known as the Plimsoll movement, and at that time there were not so many workers as there were to-day. At that time it was thought impossible that the seamen could be got to federate themselves together in a Trade Union. Over and over again, in all parts of the country, he urged that the sailors should combine as other workmen combined. In various parts people said it was impossible. He was bound to say that he thought it was not very possible, because he saw great difficulties in the way. Still, to-day they had now obtained one of the

LARGEST UNIONS

in the country—(applause)—composed of men whose lives were spent on the sea. He wished them god-speed in their work. (Applause.) His belief had always been that if they wanted real help it must come from themselves. (Hear, hear.) It was no use to look to Acts of Parliament, unless men would work shoulder to shoulder in the same cause. A nation or a society was just what the individuals composing it made it. If all were brave men the society or nation or community would be brave, but they would never make a brave army out of cowards. (Hear, hear.) He urged the members of the Union to stand by each other, and just in proportion as they did so, so would it be impossible for their employers to make victims of any members of the Union. The reason why men had been victimised in the past had been because so far men were in the Union, and so many men out of the Union and ready to take their places. (Hear, hear.) Further, many of the men of to-day had little knowledge of the sacrifices that had been made in days gone by by some of the men who were now called the old Trade Unionists. (Hear, hear.) But they had to

FIGHT THE BATTLE

when there were few labourers in the field. They had absolutely to win the right of meeting together as the conference was now meeting. It was only a few years since that right was absolutely and fully conceded by law. When they went back to the real charter of English Trade Unionism it was only 15 or 16 years. The year 1875 was that when the full charter of their liberty was given. They had a partial charter given in 1871, but that was won in the teeth of opposition so widespread. Speeches were made in Parliament on the Address to the Crown, in which it was declared that it was the intention of the Government of the day to stamp out Trade Unionism in this country. Mr. Evans knew well that Act of Parliament under which the Commission was called into existence to investigate the outrages that took place at Shef-

field and at Manchester and other places. The real object of that Commission was to get hold of a reason for stamping out Trade Unionism. Now there was nothing more fashionable in this country, and nothing more fashionable all over the civilised world than to be a Trade Unionist. (Hear, hear.) He did not know whether the Emperor of Germany had enrolled himself in their ranks, though only some twelve months ago it was thought he was going to lead the van, as it were, of Trade Unionism in Germany. All he could say was, "Put not your trust in Princes." It was better to

TRUST IN THEMSELVES.

(Applause.) With a Union well conducted, each man contributing his mite, and each man doing his part, he believed that the future of labour would be brighter than ever it had been in this country or in the world. (Cheers.)

Three cheers were also given for Mr. Plimsoll.

The Chairman said he thought he might express on their behalf the best thanks of the meeting to Mr. Howell for the interesting and instructive address he had delivered. He had no desire to betray confidence, but there was no man living who had done more to win Trade Unionism its present charter than the workman who sat at his right hand. (Cheers.) He hoped that the younger Unionists would not despise the old men who had won their liberty and the charter for them. (Cheers.) They had a greater freedom because of them, and they could exercise greater freedom because of them. He asked them to give three cheers for Mr. Howell in true sailor fashion. (Loud cheers.)

SANITATION ON BOARD SHIP.

Mr. Chibbett, South Shields, moved:—"That, in the opinion of this meeting, the sanitary arrangements on board ship are most unsatisfactory, and hereby instructs the Executive Council to take (at the earliest opportunity) the necessary steps to secure better accommodation and ventilation."

Mr. Roberts, Newport, seconded.

Mr. Gammon, Whitstable, in the course of the discussion, said a case came under his notice in Whitstable a month ago, in which there was no closet accommodation. The result was that a man had been drowned through slipping over the side.

Mr. Phillips said that in building steel ships nowadays, they simply made a tank with no bottom, and turned it upside down for the fore-castle. They had not only the sweating of the iron, but they had sometimes to go in with wet oilskins, and sleep in their bunk with them on the top. They sometimes put wood on the top, but the carpenters were not paid enough to put skill into their work, with the result that the water came dripping through crevices. (Applause.)

The Congress at this stage adjourned for luncheon.

Dr. Leet, Liverpool, subsequently delivered a highly interesting address on the same subject, but owing to the pressure on our space we are obliged to hold over a full report of Dr. Leet's remarks for our Congress special supplement next week.

Mr. J. H. Wilson, general secretary, whilst agreeing with a large portion of what the Doctor had said, did not agree with it in its entirety. If the shipowners desired to

IMPROVE THE MORALS OF SAILORS

and firemen, they must improve their surroundings. He had always contended that as long as ever the present system of accommodation existed on board ship, they could not expect to have any better men than they had at the present time. Indeed, it was his great surprise that the sailors and firemen of the present day should really be the men they were under present conditions. (Hear, hear and applause.) The forecastles were small and badly lighted, while the ventilation was of the worst possible description. There was, at present, no means there of sitting down to have a comfortable meal. The food had to be carried from the galley to the fore-castle, while they had to sit down on the edge of a bunk with their tin plate, and if they took the trouble they could count every dinner they had had for twelve or fourteen weeks previously, because they had not the

opportunity or the proper accommodation to have the plates and tins cleaned. There was no time for doing so after they had done their work on deck. They had just time to rush, get the plate and go to the galley. Perhaps if they wished to get hot water to wash the plates from the cook it was not to be had, because the cook was preparing the dinner for the cabin. It was well known that the feeling was

IF THE CABIN WAS ALL RIGHT

the fore-cabin had got to be right whether it was right or not. (Applause.) As long as the men lived under such conditions as those, the responsibility of any deterioration or any drunkenness on the part of the men

ENTIRELY RESTED WITH THE SHIPOWNERS

themselves. He trusted that after the resolution was passed they would take steps to bring about a revolution in the accommodation on board ships. Nothing would satisfy him but to see a cabin for the sailors equal in size and comfort to the cabin for the captain and officers. If it were necessary to have white table-cloths to make the captain and officers comfortable, then, he said, it was equally necessary that the sailor and fireman should have a white table-cloth on his table to make him comfortable. If it were necessary on board ship to make the officers comfortable, that they should have a steward to wait on them, it was equally necessary that the sailors and firemen should have a steward to attend on them also. (Applause.) He knew that the shipowners would say when they saw his remarks that he was going off his head. He was, however, going to continue to go off his head until they got better accommodation and means for the men to keep themselves clean. (Applause.) They

COULD NOT HAVE COMMON DECENCY

on board a ship when a man wanted to change his clothes he had to do it in front of his mates. If a man was sick he had to be with his mates in the same fore-cabin, there being no proper accommodation in the way of a hospital, not even on board the Atlantic liners. In the finest of their ships crossing the Atlantic nothing but dens were provided for the men, and if on board such fine vessels such a state of matters existed, what would be the state of affairs on board the ordinary "ocean tramp"?—simply abominable! They would have to tell the shipowners that they would have to give something different in the future. The shipowners had made up their minds that they were quite happy under the present circumstances, but if the Union would work together the day was not far distant when either by force of the Union or legislative enactment, the shipowners would be compelled to provide them with proper accommodation.

The resolution was put to the meeting and carried unanimously.

FEDERATION OF UNIONS.

Mr. J. Rodger, Liverpool, moved, "That, in the opinion of this meeting, the time has arrived for the federation of all Seamen's Unions, and instructs the Executive Council to proceed in the matter at the earliest possible moment, and the delegates present from New Zealand, Australia, the United States, and other foreign parts, be requested to bring the subject before their various Unions."

Mr. Jas. Bean, Wallsend, seconded, saying that if they could federate to maintain a fair rate of wages throughout the world there would be no fear of their going to stock the markets of other people. (Applause.)

Mr. Phillips, Bristol, said that to-day British shipowners were laying up their property and chartering foreign vessels to do the work, and that meant no work for home seamen. He asked them, therefore, to seriously consider the question, and endeavour to make matters so that British shipowners could not employ foreign ships to do British trade.

Mr. A. Rutherford, North and South Shields, said it would be beneficial to have an international federation. It was necessary that all bona fide Seamen's Unions throughout the world should be united by a scheme of federation, drawn up, if possible, by the Executive Council, so that they might

COMBAT THE INFLUENCE OF SHIPOWNERS,

captains, and middlemen, who were doing their utmost at present to trample them under foot. If they could bring about federation with their international brothers, then they would have one of the strongest combinations in the world. (Applause.) It was their duty to bring about that most desirable federation with all seamen. The British shipowners had four-fifths of the carrying power of the world, and the speaker held that these four-fifths should compel the other fifth to do what was right and proper. If the British shipowners really wished to get a fair freight-rate, they could get it, and they would have the support of the men in getting that. (Applause.)

Mr. J. H. Wilson, general secretary, said that if they had a confederation of all the Unions at present in existence in California, Australia, and America, they could work with each other and try by every possible means to secure advances of wages, not in one country only, but in every country, and, if possible, secure a uniform rate of pay for sailors throughout the world. (Applause.) If they were able to do that, they would do good to themselves and for the British shipowners as well, and if they

COMPELLED THE BRITISH SHIPOWNERS

to pay about 60 per cent. more for their labour than they were paid by the foreign shipowners, there could only be one result, and that was that the foreigners would be better able to combat the British shipowner, and as a result they might get a large amount of our carrying trade. He had discovered also that a large number of English shipowners were investing their money in foreign ships, and a large amount of the trade that ought to be done by vessels carrying the British flag was gradually being put into the hands of foreigners where British capital was invested. He thought that there ought to be no difficulty in passing the resolution for federation. He thought they ought all to be agreed upon that, but the question was the working of the federation to their satisfaction. He was speaking to some of the International delegates that morning about a system of collecting contributions, so that a sailor, no matter what part of the world he might be in, would be in a position to pay his contributions to his Union. Their friends saw some objections to that, but a plan had been suggested that, say, were a member of the Californian Union to arrive in England, instead of compelling that man to join the Union here, they would take his card here and grant him an English one, and he would continue to pay his contributions into the English Union whilst sailing in an English ship. On the other hand, if one of the men in a home Union joined, say, in San Francisco, a vessel of that port, the same course could be adopted, the American Union receiving the English sailor's contributions as the home Union did the American's. An arrangement suitable to both

HOME AND FOREIGN UNIONS

could be arrived at as to dealing with arrears of members of the respective Unions before being taken into the foreign Union. With reference to federation in Continental ports, it was, he said, important that they should have Branches in the Continental ports where the foreign seamen had not sufficient strength to combat the

OWNERS ON THE CONTINENT.

If they were federated with the Union here, they could compel the foreign shipowners to pay the same rate of wages that the English shipowners paid. (Applause.) Once they did that, they would stop the British capital from flowing into foreign channels and stop the foreign shipowners from cutting down the freights and getting a monopoly of the carrying trade, and they would be so doing good to their foreign brother by securing for him the same wages as in England. He had no fear of men coming over in large numbers to take away their trade. One of their brethren had said that they would come over here in large numbers, and that as it was, it was an utter impossibility for a man to get a ship. The speaker denied that, and said that there was a scarcity of men at the present time, and, in fact, at the very place where that brother came from, men could not be got

FOR LOVE OR MONEY

so much so that they had had to send men to that very port, so great was the demand and so small the supply at the place. He could say for the North of England that there was always a scarcity of men there. He had seen in Sunderland and Shields when men could not be had, within the past month or two captains had to speak for men four or five days before the ship. Where the surplus of labour really existed, was in Liverpool, which was overstocked. Sailors should frequent some of the by-ports, and they would by so doing get better ships and better money too. It was the increase of wages that brought foreign seamen to this country, and if by federation the wages of the Continental seamen were brought up they would not come to this country, but prefer staying with their own ships. (Applause.)

Mr. Donnelly, Rotterdam, said that he could speak for all Dutchmen being willing to work heartily with the home Society. (Applause.) The Dutchmen thoroughly understood the business that was being discussed at the Congress, and were waiting to hear the result of the deliberations as to the rules. Fears had been expressed that the foreigners would do a great amount of harm to them in England, but he had no such fear, for if they got

A UNIFORM RATE OF PAY

the foreigner would not come to this country as he would have as good wages in his own ships. In Antwerp a grievance existed because a number of English scabs had found their way there and taken the bread out of their mouth, and the Antwerp sailors wanted the assistance of the home Union to drive these English people back to England. (Laughter, and applause.)

Mr. McGregor, New York, supported the resolution, and said that he could speak for his Yankee brethren being willing to aid the British seamen in all that tended to improve their position, and they longed all for the day when "Man to man the world o'er shall brithers be and a' that." (Applause.)

Mr. Shields, Southampton, supported the resolution.

The Chairman explained that the object of the resolution was to form an offensive and defensive alliance one with the other for the carrying out of a common principle.

The resolution was carried by acclamation, three cheers being lustily given for "our foreign friends."

THE TOWER HILL BRANCH.

The Chairman stated that he had received a letter from Mr. G. Irvine, regarding the accusations of receiving money from shipowners, and wishing proofs of the accusations to be produced to him at the meeting, which he also wished to address. It was, however, agreed that the letter merely lie on the table, ample opportunity having been already given for any explanations that the accused could make on the previous day.

ADDRESS BY MR. CUNINGHAME GRAHAM, M.P.

Mr. Cuningham Graham, M.P., next addressed the Congress. The reason that a ship crossed the sea was to make profits for some set of shipowners or shareholders in some special portion of the world. As a practical man speaking to the men who sweat in the stokehole, lay out on the yardarm in dirty weather, who stood freezing at the helm, or broiled in the tropics, he wanted to ask them what share they (the crew) had in those profits which the ship was going to gain for the certain shareholders, or for the certain shipping company. He knew that

A SAILOR'S LIFE

was a dog's life, and he sincerely wished none of them would ever go to sea again, but those who did go to sea he would advise to debate in the fo'castle, "What part or parcel have I sailing in this ship more to do with the profits that she is earning than a mere machine?" "When I have exhausted my life, 40 or 50 years going to sea, in order to make profits for a shipping company, am I likely to retire with any of that profit sticking to my hands, or my children's, or is it going to remain as it did at first, in the pockets of the shipowners and shareholders?" That was the problem that he wished them to discuss.

He did not believe in the fusion of oil and vinegar; he did not believe in the identity of the interests of the shipping owner and the seamen and the firemen. (Applause.) How was it possible for two bodies of men, one wishing to obtain a thing cheaply, and the other wishing to sell dearly the same thing—labour—to become identical? If they succeeded in raising wages in one portion of the world they removed a certain amount of pressure from the wage-earning population in Great Britain, and in that would be found the whole problem. (Applause.)

A UNIFORM RATE OF WAGES.

Mr. McGovern, Bootle, moved: "That in the opinion of this meeting a uniform rate of wages is desirable throughout the United Kingdom." He said that they should do all in their power to obtain such a rate. (Applause.)

Mr. Stanley, Bristol, seconded.

Mr. Campbell, Burntisland, said that local boats sailed for smaller wages than the outside boats, and he thought it was highly desirable to prevent such a state of matters, and make the wages equal all round. (Applause.)

Mr. Jas. Cathey, Sunderland, thought £4 15s. a month should be the uniform rate of pay, and having obtained that, then they could go in and try to make it more. (Applause.)

Mr. Nicholson, Newport, could not see why the rate of wages should not be as high as

£5 A MONTH

for both firemen and sailors throughout the United Kingdom.

Mr. J. H. Wilson, general secretary, said that while it was desirable that there should be a uniform rate, it was another matter to put it into force.

The resolution was then put and agreed to unanimously.

A DRAFT PROVISION SCALE.

Mr. H. Friend, North of England Sailors' and Seagoing Firemen's Association, moved "That it be an instruction to the Executive Council to draft a provision scale, and submit it to all the Branches for amendment or approval, in order that a Bill may be drafted to give effect to the requirements of seamen."

Mr. A. Rutherford, North of England Sailors' and Seagoing Firemen's Association, seconded, and the resolution was agreed to without discussion.

CO-OPERATION IN COLLECTING CONTRIBUTIONS.

Mr. Friend next moved, "That instructions be given to all Branch secretaries to receive contributions from members of the North of England Sailors' and Firemen's Association, and the Hull Seamen and Marine Firemen's Association, the receipts to be forwarded to the respective Societies in due course, and the duplicate books to be forwarded at the end of each quarter to the said Societies, and the Executive to hold itself responsible for all moneys taken on behalf of the above Societies."

Mr. A. Rutherford having seconded, it was unanimously agreed to.

EIGHT HOURS DAY FOR SEAMEN.

Mr. J. Hay, Liverpool, moved "That this meeting of delegates of the National Amalgamated Sailors' and Firemen's Union consider the time has now arrived when an eight hours working day should be made legal by an Act of Parliament, and we urge upon the Executive Committee the necessity of bringing this under the notice of the Parliamentary Committee of the Trades Union Congress at the earliest possible opportunity."

Mr. Rodger, Liverpool, seconded.

Mr. John Nicholson, Newport, supported the resolution.

Mr. J. H. Wilson, general secretary, said he would support the resolution if the words "applied to seamen and made legal" were inserted in the resolution. This having been agreed to by the mover and seconder, Mr. Wilson stated that he was a great advocate for an eight hours working day, but he believed that there were trades to which it could not be applied. That was not so in their case, however, for there was no trade where the eight hours working day could be better applied than to the seafaring community. Ever since there were ships there had been the

FOUR HOURS ON AND FOUR HOURS OFF.

system. That might be all very good in the days when a sailing ship took from two months to two years to do a voyage, and when it got into the trade winds and fine weather the men could all go to sleep with the exception of the man at the wheel. In these present days, when six months had been reduced to six weeks for a voyage, it meant that a man had 18 or 19 hours' work with an hour or two's sleep between. Besides, ships were now seriously undermanned. The only remedy for the present state of matters was to apply the eight hours working day to seamen and firemen. He believed in it being done by Parliament. The men who had made the laws at present in force made it by Act of Parliament, and under the existing state of matters the men could be called upon to work even 24 hours a day. He knew of cases, too, where a man was taken before a ship-owning magistrate and sentenced to imprisonment for

REFUSING TO BE OVERWORKED.

("Shame.") The way to remedy that was to alter the present state of things by Act of Parliament, and in getting that Act of Parliament he did not counsel the Union to do it themselves for themselves, but to join in the general movement of the trades throughout the country, and get the Act to apply all round as far as possible. Otherwise the Union would have to fight one of the greatest labour battles ever fought in the country. By insisting on Parliament passing an Act generally affecting the trades whose support they would get, the eight hours working day would become an accomplished fact for the hard-worked seafaring community. (Applause.)

The Chairman wished to explain personally, that as he did not believe in the benefit to be obtained by Parliamentary interference with the hours of labour, he would not feel himself committed to Parliament interfering with these hours by the resolution being carried. Hitherto he had been opposed to it, and until he saw further reasons than had yet been advanced, he should continue in that frame of mind. He then put the resolution to the meeting, which was carried by acclamation.

CRIMPING IN FOREIGN PORTS.

Mr. P. Carlin, Glasgow, moved: "That in the opinion of this meeting the time has arrived for the Executive Council to bring under the notice of the marine legislators of this country the obnoxious system of crimping as practised in the British Consul offices in foreign ports."

Mr. Douglas, Tidal Basin, London, seconded. Mr. Donnelly, Rotterdam, said he was struck while working on the Continent with the system of crimping adopted. A man there, with the shipping master, shipowner or consul, had no freedom of contract whatever. The methods adopted to entice men on board vessels were of the vilest description, and were carried out

UNDER THE EYES OF THE BRITISH CONSULS.

In Antwerp he had seen in the British Consul's office, that they had managed to get stuck up there a notice that the shipping fees charged for the port were 20s. He held that to be extortionate either for shipping or paying off. The men did not object to a reasonable thing, if it went to the Board of Trade as it did in this country before, but abroad it went to the benefit of the shipping masters. It was the interest, he held, of both owners and men to have this matter put right, and steps should be taken to bring the matter under the notice of the Board of Trade here, in order to have the Consul offices abroad put on the same footing as at home, where no third part was allowed to intervene between the owner and the man in the contract. (Applause.)

Captain Waterhouse, Pacific Coast Seamen's Union, described

SOME OF THE HORRORS OF THE SYSTEM

as he had seen it, poor Jack getting always the worst of the contract. In some cases the manner of filling up the articles after they were signed by the seamen was of the most heartless and wicked description, the men often finding out that they arrived home with £3 or £4 in cases where they should have had £20.

In putting down that system, he said that it would require the united energies of every seaman in the world. He held that by co-operation this could be done all over, as it had been already done here and there in part. (Applause.) Knowing that that system was at the bottom of their troubles on the Pacific coast, they had

RESOLVED TO PUT IT DOWN,

but that was an end to be accomplished not without a struggle. (Hear, hear.) Still they would do it, and must do it, if the seaman was to gain his own share, small as it was, of the profit which his hard labour went to make. (Applause.)

The resolution was put to the meeting and carried unanimously.

The Congress then adjourned till 9 o'clock the following (Thursday) morning.

BANQUET TO THE DELEGATES.

On Wednesday evening the Glasgow Branch of the Union gave a banquet in the Waterloo Rooms to the delegates to the Congress. Councillor Tate presided, and was supported by Mr. Samuel Plimsoll, Mr. Cuninghame Graham, M.P., Mr. George Howell, M.P., Mr. Archibald Cowie (Editor of SEAFARING), the principal officials of the Union, foreign delegates, and leading Trade Unionists of Glasgow. A full report of the speeches is reserved for the Congress Special Supplement next week.

THURSDAY'S PROCEEDINGS.

The Congress, the proceedings of which were resumed, was engaged principally on Thursday in discussing the proposed alteration of rules. A great public meeting, in support of the objects of the Union, was held in the evening, as this week's SEAFARING was going to press. A report of this is, therefore, also reserved for next week's paper.

CAPTAIN WALTER CHAPMAN has been appointed by the Court of Directors to succeed Captain Bevis as superintendent of the Union Company at Southampton, and commences his duties forthwith.

THE Clyde Shipping Company have inaugurated at Dover a new service of steamers between that port and Ireland and Scotland, including Plymouth, Southampton, and Newhaven, in the English Channel.

THE Union Steamship Company's R.M.S. *Athenian*, which left Cape Town at 5.32 p.m. on Wednesday, Sept. 17, arrived at Southampton at noon on Sunday, Oct. 5, after a nett steaming passage of 17 days 15 hours 13 minutes.

LIFEBEAT SERVICE.—The lifeboat *Albert Edward*, belonging to the Royal National Lifeboat Institution, and stationed at Clackton-on-Sea, was launched on Oct. 3, in response to signals of distress, and rescued the crew, consisting of eight men, from the barque *Larissa*, of and from North Shields, bound for Sheerness, which had stranded on the South-West Gunfleet Sands.

THE LATE STRIKE AT SOUTHAMPTON.—At the Southampton Police Court on Saturday, October 4, five labourers named Haddon, Withers, Smith, Sullivan, and Ross, were charged with riotous conduct near the docks on the 10th inst., on the occasion of the recent strike among dockers in that town. Sullivan, on account of his youth, was discharged with a severe reprimand. The other prisoners were committed for trial at the Assizes, but admitted to bail.

LIGHTERMAN'S WAGES AT HULL.—At a meeting of representatives of lighter owners and lightermen at Hull, the former definitely declined to accede to the demands of the men for an increase of pay—at least to the full extent. A compromise was offered, but rejected by the men's representatives. It is expected that the men will go on strike on Monday morning. This decision affects lightermen of all classes, including those employed by three railway companies, and numbering about 2,000. The employers feel confident that they can get non-Union men to take the place of the Unionists.

NOTICE TO SECRETARIES.

William Bryan, No. 2083, of the Dublin Branch has been expelled from the Union as not being a fit or proper man for it. Secretaries and outside delegates please keep an eye on this man.

SEAFARING DISASTERS.

Bothwell Castle, Melbourne for London, put back to Melbourne Oct. 6, with machinery slightly damaged. Will be detained till Oct. 12.

Belle, barquentine, from Runcorn for Plymouth, grounded off Weston, she is lightening, and will probably float next tide.

Charwood, British barque, which grounded near Buenos Ayres, has got off, and been towed into Buenos Ayres without discharging cargo.

Dovenby, barque, Captain Fraser and eight men, late of this vessel, which was run into and sunk off the Brazilian coast, while on a voyage from Antwerp for Valparaiso, by the *Argomene*, have been landed at Falmouth from the *Valparaiso*, which picked them up after the collision.

Elf, of Glasgow, dragged anchors and became a total wreck in Wemyss Bay during a gale.

Glen Grant, barque, from Quebec for Newcastle, which went ashore at the Orkneys, arrived in the Tyne in tow.

Grantully, steamer, for Sulina, in docking Oct. 3, at Liverpool, struck Langton pier-head and damaged stem.

India, s, belonging to British India Company, put back with loss of hawse-pipes and with damage to windlass. Must be repaired to enable her to proceed.

John Byng, steamer, while entering Swansea harbour collided with steamer *Macedonia*, damaging her bow, and has entered dry dock for repair.

J. P. Taylor, steamer, from Treport for Brake, put into Dover Roads leaky, cargo having shifted.

Lanfranc, steamer, has been in collision with steamer *Holbein*. Latter returned and docked, said to have bows stove in; former sustained damage on port side above water.

Main, of Guernsey, from Plymouth for Guernsey, with general cargo, put into Brixham leaky, will haul and proceed.

Macedonia, steamer, see *John Byng*.

North Cambria.—*Hefli*, from Frederikshall for Bordeaux (deals), lost bowsprit, jibboom, headgear, and stem, and received other damage through collision at 1 a.m. 50 miles W. by S. of Ushant, with steamer *North Cambria*, of London, Odessa for Hamburg (barley and wheat). The *North Cambria* had two bulwark plates, port bow of top-gallant fore-castle indented, and lower topsail yard broken. *North Cambria* proceeded after towing *Hefli* to Falmouth.

Ouse, British steamer, from Antwerp, arrived at Hull, reports having collided with an unknown landed barque on the night of the 5th inst. Lowestoft being about thirty miles distant. The barque sank in about ten minutes. Fear all hands lost. Steamer apparently undamaged.

Oceanide, brig, from Wisterwik for Bideford, towed into Great Yarmouth, leaky and loss of part of deck-load. Must discharge.

Pickwick, steamer, for Goole, wheat, run on the Sunk Spit. Assistance sent.

Parklands, British steamer, in ballast, bound from Christiania for Tyne, has been towed into Cuxhaven short of coal.

Prodano, British steamer, New York for Adelaide, has arrived at Capetown with machinery disabled and with bunker coals on fire. Fire extinguished.

River Garry, British barque, has returned to Riga in tow. She lost part of deck-load in gale (Oct. 3), whereby rudder frame is probably broken.

Redewater, steamer, of Newcastle, proceeding up the Thames, collided with the training ship *Warrspite*, damaging starboard quarter, boats and davits smashed, etc. Steamer proceeded apparently undamaged.

River Garry, from Riga, spoken between Domesnaes and Svalverort; machinery apparently damaged. Steamer has gone from Windau to assistance.

Skilda, British steamer, Sundswall for Dordt, was spoken short of coal (Oct. 4) 100 miles west of Heligoland. British steamer *Parklands* and steam trawler alongside.

Shearnwater, steamer, of Newcastle, from Riga, with sleepers, arrived in Boston Roads. The master reports experienced very stormy passage; the ship sustained slight damage, and jettisoned quantity of deckload.

Starlight, from Demerara, got ashore in entering New York, but afterwards floated off and arrived. Damage not yet ascertained.

Tana, steamer, from Riga, in entering South Dock, Sunderland, on Friday evening collided with south pier, damaging three plates on port bow.

Virgo has returned to Arendal with four to five feet water in hold, will probably discharge.

Zarissa, barque, from North Shields for Sheerness (coals), stranded on Gunfleet. Crew landed at Clacton-on-Sea by lifeboat.

TUG BOAT BRANCH.
SAILORS' & FIREMEN'S UNION.

NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

BRISTOL BRANCH.

NOTICE TO MEMBERS.

The above Branch is removed from 45 to 41, Prince Street. Union flag hoisted. All communications please address "41, Prince Street, Queen Square."

T. J. DANCEY, Secretary.

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